THE SEA-MANS DICTIONARY:

OR,

An EXPOSITION and DEMONSTRATION of all the Parts and Things belonging to a

SHIP.

TOGETHER WITH

An EXPLANATION of all the Terms and Phrases used in the Practick of

NAVIGATION.

Composed by that Able and Experienced Sea-man Sir *HENRY MANWARING* Knight, And by him presented to the late Duke of *BUCKINGHAM*, the then Lord High Admiral of *ENGLAND*.

I Have perused this Book, and find it so universally necessary for all sorts of Men, that I conceive it very fit to be at this time Imprinted for the Good of the Republick.

Septemb. 20. 1644.

London, Printed by *W. Godbid* for *Benjamin Hurlock*, and are to be sold at his Shop over against St. *Magnus* Church on *London*-Bridge near *Thames-street*. Anno Dom. 1670.

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A PREFACE:

Shewing the Scope and Uſe of this Book.

MY purpoſe is not to inſtruct thoſe, whoſe Experience and Obſervation, have made them as ſufficient (or more) than my ſelf: yet even they ſhould loſe nothing by remembring; for I have profited by mine own labour, in doing this;) But my intent, and the uſe of this Book, is, to inſtruct one, whoſe Quality, Attendance, Indiſpoſition of Body (or the like) cannot permit to gain the knowledge of Terms, Names, Words, the Parts, Qualities and manner of doing things with Ships, by long experience: without which there hath not any one arrived (as yet) to the leaſt judgment or knowledge of them: It being ſo, that very few Gentlemen (though they be called Sea-men) do fully and wholly underſtand what belongs to their Profeſſion; having only ſome ſcrabling Terms and Names belonging to ſome parts of a Ship. But he who will teach another, muſt underſtand things plainly and diſtinctly himſelf, (that inſtead of reſolving another mans doubts, he do not puzzle him with more confuſion of Terms of Art) and ſo (to appear to know ſomewhat) will ſtill expound Ignotum per ignotius. And for profeſſed Sea-men, they either want ability or dexterity to expreſs themſelves, or (as they all do generally) will, to inſtruct any Gentleman: If any will tell me why the vulgar ſort of Sea-men hate Land-men ſo much, either He or I may give the reaſon, why they are ſo unwilling to inſtruct them in their Art: whence it is that ſo many Gentlemen go long Voyages, and return (in a manner) as ignorant, and as unable to do their Countrey Service, as when they went out. Theſe words, Terms, and Proper Names, which I ſet down in this Book, are belonging either to a Ship, to ſhew her parts, qualities, or ſome things neceſſary to the managing and Sailing of her, or to the Art of Gunnery (for ſo much as concerns

the use of Ordnance at Sea,) *and those which are familiar words, I set them down; if they have any use, or meaning about a Ship, other than the common sense: And in expounding them, I do shew what Use, Necessity, Commodity, Discommodity, wherefore, and how things are done, which they import: and therewith the proper Tearms, and Phrases, with the different uses, in any kind appertaining to that word; which for better and easier finding out, and to avoid confusion, I have brought into an Alphabet.*

The Use and Benefit whereof is so apparent for any who hath Command at Sea, or for any who may be called to censure and judge of Sea-affairs, that I need no reasons to enforce it: only thus much; this Book shall make a man understand what other men say, and speak properly himself; which how convenient, comely, and necessary a thing it is, all men (of sense) do know. Should not a man be Leashed (being a Hunting or Hawking) if he should cry Hey-Ret *to the Hounds, and* Hook again *to the Spanniels? Or were it not ridiculous for a man (speaking of the Warrs) to call a Trench a Ditch: or (at Sea) the Starboard, and Larboard, the right and left sides of a Ship; and yet they do simply the same, and both Dogs and Men will understand them alike.*

To understand the Art of Navigation *is far easier learned, than to know the Practick of Mechanical working of Ships, with the proper tearms belonging to them: In respect that there are helps for the first by many Books (which give easie and ordinary Rules for the obtaining to it,) But for the other, till this, there was not so much as a means thought of, to inform any one in it: If a Man be a sufficient Sea-man with whom I converse, and yet know not how to instruct me; I grant he may be fit to serve his Country, but not his Friend: But I will speak it with as much confidence as truth, that in six Months, he, who would but let me read this Book over with him, and be content to look sometimes at the Model of a Ship, and see things how they are done, shall without any great Study, but conversation, know more, be a better Sea-man, and speak more properly to any business of the Sea, than any other Gentleman, who shall go (two or three years together) to Sea, without this: for by the perusing of this Book, he shall not only know what to question, or doubt of, but likewise be resolved.*

Henry Manwayring.

A Brief Abſtract, Expoſition, and Demonſtration of all Parts and Things belonging to a Ship, *and the Practique of* Navigation.

A

Aft, or *Abaſt*.

IS a Sea-term properly uſed aboard a Ship, to diſtinguiſh between things done, and placed from-wards the Stem, towards the Stern of the Ship; as when they ſay, come *aft*: go *aft*: or the like; that is, go towards the Stern: Hale the Sheat *aft*: The Maſt hangs *aft*: that is, towards the Stern: A Shot raked the Ship fore and *aft*, that is, came in before, and went out a Stern.

Alſo, we uſe to ſay, *Abaſt* the Fore maſt: So that this word is not particularly limited to any part of the Ship; but from every part of the Ship hath relation to any thing done, or placed towards the Stern, in reſpect of any that are towards the Stem. *As for Example.*

When we hoyce over Yards, we ſay ſtretch forwards the main Halliards, whoſe place is *abaſt* the Main maſt, and contrariwiſe, ſtretch *aft* the Fore-halliards, which are placed before the Main-maſt, but *abaſt* the Fore-maſt: When Ships meet, or being in conſort, deſire to know how all the company doth, they uſe to demand how they do all fore and *aft*; the reaſon whereof is, for that the whole Ships company is divided, both in reſpect of the labour and command, into 2 parts, the *Boat-Swain* and all the common Saylors under his command, to be before the Main-maſt; the Captain, Maſter, Maſters-Mates, Gunners, Quarter-maſters, *&c.* to be *abaſt* the Main-maſt.

Aloof. Is a term uſed in conding the Ship, when ſhe goes upon a Tack, and is commonly ſpoken from the mouth of the Condoy, unto the Steers-man, when he ſuffers the Ship to fall off from the wind, and doth not keep her ſo near by a wind, as ſhe may well lie.

Amain.

Amain. Is a term uſed by Men of Warr, and not by Merchantmen, when they encounter a Ship, for that implies as much to the other, as to bid him yield. *Amain* is uſed in this ſenſe alſo, when any thing is to be let down by a Tackle into the Hould or elſewhere, or that a Yard is to be lowed, or the like, then when they would have it come down as faſt as they can, they call *Amain*, which is to let go that part of the Rope which they held before, to let it down eaſily and by degrees: This word alſo is an adjunct to the greateſt and chiefeſt of ſome parts of the Ship, *viz.* The Main-maſt, the Main-ſail, the Main-beam.

In men of Warr, we uſe waving *a main*, which is either with a bright Sword, or any other thing, to make a ſign to them that they ſhould ſtrike their Top-ſails: (which commonly they do, either in the Fore-top, or on the Poop) to ſtrike *A main*, is to let fall their Top-ſails.

Anchor. The form and general uſe of an *Anchor* is commonly known: but the ſeveral parts, proportions, diſtinctions and appellations, underſtood by very few, but practiced and experienced Seamen: The *Anchor* doth conſiſt of theſe ſeveral parts: The Ring, the Eye, the Head, the Nutt, the Beam or Arm, the Shank, the Flook, to which belongs a Stock by which it is made to take hold.

The proportion which it holds in it ſelf is, The Shank is thrice as long as one of the Flooks, and half the Beam. The proportion in reſpect of Shipping is, to a Ship of 500 Tun, we allow 2000 weight for a Sheat *Anchor*, the biggeſt Ship in *England's Anchor*, is but 3500; the diſtinctions are made by their uſe, according to the proportion they bear in the Ship in which they are imployed; for that, which in one Ship would be called but a *Kedger*, or *Kedge Anchor*, in a leſſer, would be a Sheat *Anchor*.

The ſorts of *Anchors*, which by occaſion of their ſeveral uſes receive different names and appellations, are firſt, a *Kedge*, which is the ſmalleſt, which by reaſon of their lightneſs, is firſt to ſtop the Ship in Kedging down a River. The next a Stream *Anchor*, which we uſe in deep waters to ſtop a Tide withal in fair weather. The other they call by the name of the firſt, ſecond, or third *Anchor*, (all theſe being ſuch as the Ship may ride by in any reaſonable weather, Sea-gate, or Tide. Theſe are ſomething bigger one than an other: and uſually when they ſail in any ſtraights or are near a Port, they carry two of theſe

theſe at the Bow. In which reſpect, they are alſo called by the name of the firſt, ſecond or third Bows) The other which is the biggeſt, and that which the Sea-men call their *laſt Hope*, and is never uſed but in great extremity, is called the *Sheat Anchor*, this is the true *Ancho-ra Spei*, for this is their laſt refuge. The *Anchor* is a Peek, that is, when heaving up the *Anchor*, the Cable is right perpendicular betwixt the *Haws* and the *Anchor*. The *Anchor* is a Cock-bell, which is, when the *Anchor* hangs up and down by the Ships ſide : and this appointed by the Maſters, when they are ready to bring the Ship to an *Anchor*. Let fall the *Anchor*, that is, let it go down into the Sea. The *Anchor* is foul, that is, when the Cable by the turning of the Ship is got about the Flook, which will not only cut the Cable aſunder, but make the *Anchor* not to hold : and therefore when ever we come to an *Anchor*, where there is Tide, we lay out two *Anchors*, ſo as that, upon the turning of the Tide, the Ship wind up clear of either *Anchor*. Clear the *Anchor*, that is, get the Cable off the Flook ; or generally, when they let fall the *Anchor*, they uſe this term, to ſee that the Buoy-Rope, nor any other Ropes do hang about it. Fetch or bring home the *Anchor*, that is, to weigh it in the Boat, and bring it aboord the Ship. The *Anchor* comes home, that is, when the Ship drives away with the Tide or Sea ; this may happen, either becauſe the *Anchor* is too ſmall for the burden of the Ship, or for that the Ground may be ſoft and Ozie ; In ſuch places, we uſe to ſhooe the *Anchor*, that is, to put Boards to the Flook in the form of the Flook, and make it much broader than before : In *Porto Farean* by *Tunis*, I ſaw the experience of Tallowing an *Anchor*, where the Ground being ſo ſoft, we ſhod our *Anchors*, and yet they all came home, and the Ships drave aground, only one Ship, which had an *Anchor* tallowed, rod faſt, the reaſon I could never truly know, but ſuppoſe that it might be, becauſe that the Tallow ſunk deeper into Oze, and and finds ſome harder Ground at the bottom than the other. Boat the *Anchor*, that is, put it into the Boat.

Anchoring, or *Anchorage.* } Is when we let fall an *Anchor*, or more, into the Sea, with Cables to them, ſo that the Ship may ride faſt by them ; we ſay, there is good *Anchoring*, where there is ſhoald water, for in deep waters, the Sea hath more force againſt the Ship, and the *Anchors* are very long a weighing upon any occaſion : Ground that is not too ſoft or Ozie, in which the *Anchors* can have no

no fast hold, nor too hard or knotty, so that it may cut the Cables: the best Ground to ride in, is a stiff Clay, or hard Sand: Also, where they may ride out of the way of the Tide: And lastly, where they may ride Land-lockt, so as that the Sea-gate can have no power against them: To which may be added, that the Lee shore on every side is so soft, that if a Ship come aground, she can catch no hurt, or else that they may have Sea-room to set Sail, if their Cables break, or their *Anchors* come home. That place which hath all these commodities, is good to ride in, and here we say is good *Anchoring*, or good *Anchorage*; Bad *Anchoring*, or bad *Anchorage*, is in a place where all or many of the contrary conditions are to be found.

Anchor-stock. This is a piece of Timber fitly wrought and fastened at the Nuts, crossing the Flooks; the use thereof is so to guide the *Anchor* upon the Ground, that one of the Flooks may be sure to fasten in the Ground, without which, the *Anchor* would lie flat upon both the Flooks, and take no hold: the proportion whereof is usually taken from the length of the Shank.

Arm. This is not us'd as a word of Allarum at Sea, as it is on Land; for at Sea, we use to say, make ready the Ship; which implies the fitting of all things belonging to a Fight. A Ship that is full of Munition, small and great, and her Fights and Ordnance well disposed and placed, is called a Ship well armed: To arm a Shot, is to bind some Ockham, Rope-yarn, or old Clouts, *&c.* about one end, as in Cross-bar Shot, it is most commonly used, that that end which goes first out of the Piece, should not catch hold in any flaws of the Piece, whereby it be in danger to break it. The same we use to any kind of broken Iron, of two or three foot long, which we use when we come Board and Board in Fight; out of our great Ordnance, we also use to arm some small Shot for Musquets, like our Cross-bar.

An Awning: Is a Sail, or any other thing made of Canvas, or the like, which is spread over any part, or all of the Ship, above the Deck, to keep away the Sun, that thereby in hot Countreys, Men may take the air, and yet not be so subject to the Beams of the Sun; in all hot Voyages, this is of infinite use, both to keep Men from the Sun by Day, and the dews by Night, which in some places are wonderful infectious.

Axletree. The *Axletree*, is the same in a Carriage, as in a Coach, or Cart, and doth support the cheeks of the Carriage whereon the Piece

Piece doth lie. As alſo, we call the Iron, which goes through the Wheel of the Chain-Pump, and bears the weight of it, The *Axle-tree* of the Pump.

B.

To **B***ale.* Is to lade water out of the Ships Hould, with Buckets, Cans, or the like; This, becauſe it is more labour, and tires men ſooner, and doth not deliver ſo much as all the Pumps will, we never uſe, but in great extremities, when either a Leak doth overgrow the delivering of the Pumps, or elſe that the Pumps do fail us: which happens many times in extraordinary Pumping, that the Pumps with overmuch wearing, draw wind, or chance to be ſtoaked; or elſe the Pump-boxes, Irons, or the like, do fail us.

Ballaſt. Is that Gravel, Stones, Lead, or any other Goods which is laid next the Keelſon of the Ship to keep her ſtiff in the Sea; of *Ballaſt*, that is beſt which is heavieſt, lies cloſeſt, faſteſt, and dryeſt, both for the Ship bearing a Sail, ſtowing of Goods, health of the company, and ſaving of Cask and other Goods; whereof if a Ship have too much, ſhe will draw too much water, if too little, ſhe will bear no Sail. To trench the *Ballaſt*, that is, to divide the *Ballaſt* in any part of the Ships Hould, which is commonly done, to find a Leak in the bottom of the Ship, or to undock the Ship. The *Ballaſt* ſhoots, that is, runs over from one ſide to the other, and therefore Corn, and all kind of Grain, is dangerous lading, for that will ſhoot, but only that they make Ponches (as they are called) that is Bulk-heads of Boards to keep it up faſt, that it do not run from one ſide to the other, as the Ship doth heel upon a Tack.

Beak, or } Is that part which is faſtned to the Stem of the Ship,
Beak-head, } and is ſupported with a Knee, which is faſtned into the Stem, and this is called the Main-knee; to this is faſtned the Coller of the Main-ſtay. In the *Beak-head*, the Fore-tacks are brought aboard, and is the proper Stand, where Men do handle moſt part of the Sprit-ſail, and Sprit-ſail-Top-ſail-Rigging: And it is alſo placed for the faſhion, to grace the Ship. The *Beak-head* ſteeves, or ſtands ſteeving, that is, ſtands very much with the outermoſt end up, towards the Bolt-ſprit. The *Beak-head* of the *Venetian Argozis*, and *Shoamiſh Galeoons*, do ſee very much; by which we know them afar off.

Beams. The *Beams* are those great cross Timbers which keep the Ship sides asunder, and so support the Daks, Orlops; according to whose strength a Ship is much the better, or worse able to carry Ordnance: All strong and great Ships, have a Tire of Beams in Hold, that is, a row of Beams, whereon lies a Deck. The *Main-beam*, is ever the next to the Main mast, at which place we reckon the breadth of the Ship: And from this we call the *Beam*, both fore-ward and aft-ward by the name of the first, second, and third, *&c.* beginning from this, which we call the Mid-ship *Beam.*

To Bear. This word in some cases, is taken in the ordinary sense; as for clearing much, as when they say, a Ship will bear much Ordnance; that is, carry much by reason of her strength: Also the bearing or stowing of much Goods, from whence we describe the greatness of the Ship, we say, she is a Ship of such a Burthen; but it is used in many senses, different, according to the diversity of the phrases. To *bear* Sail well, that is as much as to say, she is a stiff guided Ship, and will not couch down on a side, with a great deal of Sail. A Ship to *bear* out her Ordnance, that is meant, her Ordnance lie so high, and she will go so upright, that in reasonable fighting weather, she will be able to keep out her Low-Tire, and not be forced to shut in her Ports: One Ship over-*bears* the other, that is, was able in a great gale of Wind carry out more Sails than the other, *viz.* a Top-sail more, or the like. To *bear* with the Land, or with a Harbour, or a Ship, is to Sail towards it, when we *bear* to wind-ward of it: To *bear* under the Lee of a Ship, is when that Ship which is to weather, comes under the other Ships Stern, and so gives the wind to her; this is the greatest courtesie that a Ship can give another at Sea. The Piece will *bear* more shot, or not so much, that is, she is over-charged, or will endure a greater Charge. The Piece doth come to *bear*, a term in the use of Ordnance: by which is meant, that now she lies right with the Mark.

Bear in. When a Ship Sails before, or with a large wind into Harbour, or Channel, or else Sails large towards the Land, we say, she *bears in* with the Channel, Harbour, or Land; but if she Sail close by a wind, we use not that speech.

Bear off. When a Ship would not come near a Land, or another Ship, but goes more Roomer than her Course doth lie, we say that she *bears off* from the Land. Also, when we tell how one head-Land

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Iſeland Ship, or the like, doth lie from another, that is, upon what Point of the Compaſs, we ſay, they *bear* right Eaſt or Weſt, or otherwiſe, off one another: In hoyſing any thing into the Ship, if it hath hold by any part of the Ship, or Ordnance, or the like, they ſay, *bear it off* from the Ship-ſide: So if they would have the Breech or Mouth of a Piece of Ordnance, or the like, put from-ward one, they ſay, *bear off*, or *bear about* the Breech; So that generally, Sea-men uſe this word *bear off* (in buſineſs belonging to ſhipping) inſtead of the word *thruſt off*, which to the like ſenſe, is moſt commonly uſed amongſt others.

Bear up. This is a word we uſe in Conding the Ship, when as we would have her go larger or more before the wind than ſhe did: *bear up* round, that is, to put her right afore the wind, or to bring her by the Lee: The manner of doing it, is no more, but thruſting the Helm up to windward, as far as it will go towards the Ships ſide.

Beds. When the Decks lie too low from the Ports, of that the Carriages of the Pieces, with the Trucks cannot mount the Ordnance fittingly, but that they will lie too near the Port-Laſs, or Gun-wale; then we make a falſe Deck, for ſo much as the Piece will require for her Traverſing, to raiſe it higher, this we call a *bed*: Alſo in the Carriage of the Piece, that Planks which lies lowermoſt next the Carriage under the Breech of of the Piece, whereon the Quoyns do lie, is call'd the *Bed*.

To Belage. Is to make faſt any running Rope when it is hailed, as much as you would, as the Halliards, when you hoyſe a Yard, or the Sheats or Tacks, *&c.* ſo that it cannot run forth again till it be looſed.

A Bend. Is the outwardmoſt timber on the Ships ſide, and is alſo called a Wale: theſe are the chief ſtrength of the Ships ſide, to which the Futtocks & Knees of the Beams are boleed, and they are call'd by the name of the firſt, ſecond, *&c.* beginning with that next the water.

To Bend, or *Bent.* Is taken in the common ſenſe: as when the ſhank of the Ankor is with over-much ſtraining crooked, we ſay, it is *bent*: but it is otherwiſe uſed, as when they ſay, Is the Cable *bent*? that is, when it is ſeaſed and made faſt to the Ring of the Ankor. Unbend the Cable, that is, unbind it, which we do commonly when we do make account to be long at Sea, before we come into Harbour: To *bend* two Cables or Ropes together, that is, to tie them together with a knot, and ſo to make their own ends faſt upon themſelves:

This is not ſo ſure as ſpliſing 2 Ropes together, but it is ſooner done, and moſt commonly uſed when we mean to take them aſunder again, as when a Warp, or any Rope is too ſhort for the preſent uſe.

A Berth. Is a convenient diſtance and room to Moor a Ship in: Alſo when they would go clear of a Point, or a Rock, they ſay, take a good *berth*, that is, go a pretty diſtance off to Sea-Board of it.

Berthing. They call the riſing or bringing up of Ship ſides, the *berthing* of her: as they ſay, a Clincher, hath her ſides *berthed* up, before any Beam be put into her.

A Bight. By a *bight*, is meant any part of a Rope, as it is taken compaſſing, as when we cannot, or mean not to take the end in hand, becauſe of a Cable, or other ſmall Rope being Quoiled up; we ſay, give me the *bight*, or hold by the *bight*; that is, by one of the Fakes which lies rolled up one over the other.

Bildge, or *Bulge.* The *bildge* of the Ship, is the bredth of the Flooce, whereon the Ship doth reſt when ſhe is a ground. A Ship is *bilged*, that is, when ſhe ſtrikes on a Rock, or an Ankor, or the like, and breaks off her Timber or Planks there, and ſo ſprings a Leak.

Bildge water. Is the water, by reaſon of the Ships bredth & depth, lies in the *bildg*, and cannot come to the Well, and therefore the *Flemmiſh* Ships have generally broader and longer Floors than our Ships have, beſides the ordinary Pumps at the Main-maſt, two *bridge*-pumps.

A Bittake. Is a cloſe Cupboard placed in the Steerage before the Whip, or Tiller, whereon the Compaſs doth ſtand, which is not faſtned together with Iron Nails, but wooden Pins, becauſe that Iron would draw the Compaſs, ſo that it would never ſtand true.

Theſe are to be ſo contrived, that they may carry Candles or Lamps in them, to give light to the Compaſs, ſo as it may diſperſe no light, and yet to let any be ſeen about the Ship.

A Bitter. Is no more, but a turn of the Cable about the Bitts, which is uſed in this kind, when we come to Ankor in any great Tide, or Current, or Wind, eſpecially in deep water, after the Cable is run out a convenient way. We take a turn which is about the Bitts, that we may by little and little Veer it out at eaſe: for otherwiſe, if a ſtopper ſhould chance to fail, the Cable would run all out, or as the phraſe is, *Land for End*; now this turn of the Cable is called a Bitter, and when the Ship is by this means ſtopped, we ſay the Ship is brought up to a Bitter.

A Bitter-end. Is that end of the Cable, which is uſed to be within board, ſtill at the Bitts, when the Ship rides at an Ankor, ſo that upon occaſion when they would have that end bent to the Ankor, they ſay, Bend to the *bitter-end.*

The Bitts. Are the two main ſquare pieces of Timber, which ſtand Piller wiſe, commonly placed abaſt the Manger in the Loof of the Ship: and for no other uſe, but to make faſt, or as it were, to Belage the Cable unto, when we ride at an Ankor; the lower part of them, is faſtned in Hold to the Riders, but the middle part doth bear, for their better ſtrength, and are bolted in great Ships to two Beams, which croſs to the Bows of the Ship; and therefore ſometimes, in extraordinary ſtorms, we are fain to make faſt the Cable to the Main-maſt, for the better relieving the Bitts and ſafety of the Bows, which have in great Road-ſteads been violently torn from the after-part of the Ship.

Blocks. Are theſe ſmall wooden things, having Sheevers in them, wherein all the running Ropes do run. There are divers kinds of Blocks: as ſingle blocks double Blocks, blocks with 3, 4, or 5 Sheevers in them, and they are called by the names of Ropes whereunto they ſerve. As the Sheat-block, the Tack-block, the Fiſh-block, *&c.* Note that double-blocks, do purchaſe more than ſingle blocks, and therefore in all places where we have occaſion to uſe ſtrength with few hands, we have double blocks (as to the Tacks of our Ordnance:) But you muſt note alſo, that though double Blocks purchaſe with more eaſe, yet ſingle Blocks do purchaſe faſter: when we hale upon any Tackle, Halliards, or the like, to which two Blocks do belong, when they meet and touch, we can hail no more, and this we call Block and Block.

Blow. Every man knows when the wind blows: but there are, ſome ſpeeches uſed at Sea, which are not generally underſtood; as the wind blows home, or blows through; that is, when the wind doth not ceaſe, or grow leſs, till it comes paſt that place: alſo, blow through, is ſometimes uſed, when they think the wind will be ſo great, that it will blow aſunder the Sails: In ſome places, (as I have ſeen at *Santa Cruz* in *Barbary*,) the wind being right off the Sea, and a freſh gale, as much as we could bear our Top-ſails, when we came within leſs than a League of the Road, we had little or no wind at all, and it is infallibly ever ſo. The natural cauſe whereof, I could never find out: for it cannot be the height of the Land, ſince all that Bay is low Land,

only

only the Cape, which is not very high; and we know that at the Peeks of *Tenneriff* and *Fyal* (which are the highest Lands in all the world) it doth the contrary. Nor can it be the heat of the Land, which should duller the wind, for this happens there in the Winter also, and besides we see the contrary in hotter Countreys, when a wind increases so much, that they cannot bear any Top-sails, then they use to say, that they were blown into their Courses, (that is,) could only have out those Sails. It blows hard, fresh, stiff, high; all words easily known when they express an extraordinary wind, they say, it will blow the Sail out of the bolt-ropes: If the Touch-hole of a Piece be gull'd, much Powder will flame out, and that is also called blowing.

Bluff, or *bluff-headed*. The Boat belonging to a Ship, is either call'd the Ships-boat, or the Long-boat, and this is ever intended to be able to carry forth, and weigh her Sheat Ankor; other small Boats, which they carry for lightness, to hoyse in and out quickly, are called Skiffs and Shallops, according to their form. A good Long-boat will live in any grown Sea, if the waters be sometimes freed, unless the Sea break very much: the Rope by which it is towed at the Ships Stern, is call'd the Boat-rope, to which, to keep the Boat from sheering, we add another, which we call a Gest-rope: we do also to save the Bows of the Boat, which would be torn out with the twitches which the Ship under sail would give, use to Swite her, that is, made fast a Rope round by the Gun-wale, and to that make fast the Boat-rope. Free the Boat, that is, fling out the water: Man the Boat, that is, some Men go to row the Boat: The Boats Gang, that is, those that use to row in the Boat, which are the Cockson and his Gang, to whom the charge of the Boat belongs: Fend the Boat, that is, save her from beating against the Ship sides: Wind the Boat, that is, bring her Head the other way. A bold Boat, that is, one that will endure a rough Sea well. A Ships Boat, is the very model of a Ship, and is built in all parts, in all things answerable to those which a Ship requires, both for Sailing, and bearing a Sail, and they bear the same names, as do all the parts of a Ship under water, as Rake, Run, Stem, Stern, Bow, Bildge, *&c.*

Bolt, or *bolts*. Are Iron Pins belonging both to the building, and Rigging of a Ship; of which there are divers kinds, as Ring-bolts, which are of infinite necessary use, both for the bringing to of the Planks and Wales to the Ship, as also the chief things whereunto we fasten the Tackles and Breechings of the great Ordnance. Drive-

bolts,

bolts, which is a long one to drive out another Bolt, or Treenel by. Set-bolts, uſed in building for firing the Planks, and other works cloſe together. Ragg bolts, which are ſharpned at one end and jagged, that they may not be drawn out Clench-bolts, which are clinched with a Riviting Hammer, to prevent drawing out. Fore-lock-bolts, which are made at the end with an Eye, whereunto a Fore-lock of Iron is driven over a Ring, to keep it faſt from ſtarting back. Fender-bolts, which are made with a long Head, and beat into the outwardmoſt bend of the Ship, to ſave the ſhip ſides, if another ſhip ſhould lie aboard her. Bolts are many times called according to the places whereunto they are uſed, as Chain-bolts, Bolts for Carriages, and the like: The uſe of them is ſo great, that without them a ſhip cannot be built ſtrong, for they Bind together all the Timbers, Knees, and the like, which do ſtrengthen the ſhip.

A bolt-rope. Is the Rope into which the Sail is ſowed, or made faſt: that is a three-ſtrained Rope, made gentle, and not twiſted ſo hard as the others, of purpoſe to be the more plyant to the Sail, as alſo that they may ſow the Sail into it the better.

Bolt ſprit. To this is faſtned all the ſtages that belong to the Fore-maſt, and Fore-top maſt, and Fore-top-gallant, *&c.* with their Bowlings, Tacks, beſides the Rigging which belongs to its particular Sails, which are only two: *viz.* Sprit-ſails, and Sprit-ſail-top-ſail, if a Ship ſpend her Bolt-ſprit, or, as the more proper ſpeech is, if the Bolt-ſprit drop by the boord, the Fore-maſt will quickly follow, if it be a rough ſea, eſpecially if you go by a wind, this bears the ſame proportion for length and bigneſs, as the Fore maſt doth.

A bonnet. Is belonging to another Sail, but is commonly uſed with none but the Mizon, Main, and Fore-ſails, and the Spritſails, I have ſeen, but it is very rare, a Top-ſail Bonnet, and hold it very uſeful in an eaſie gale, quarter winds, or before a wind, this is commonly $\frac{1}{3}$ as deep as the Sail it belongs to; there is no certain proportion, for ſome will make the Main ſail ſo deep, that with a ſhowl Bonnet, they will latch all the Maſt without a Drabler: Others will make the Main-ſail-ſhowler, that they may with foul weather bear it ſafer, and then the Bonnet will be the deeper. Laſe on the Bonnet, or bring to the Bonnet, that is, put it to the Courſe: Looſing is here very proper, becauſe it is made faſt with Latchets, into the Eyelet-holes of the ſail. Note that when we do ſpeak of the ſail in any correſpondence

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to the Bonnet, we call it the Courſe, and not the Sail : as we ſay, when a Ship hath thoſe Sails out ; Courſe and Bonnet of each : not Main-ſail and Bonnet, and Fore-ſail and Bonnet. Shake off the Bonnet, that is, take it off.

A Boom. Is a long Pole, which we uſe commonly to ſpread out the Clew of the Studding ſail ; yet ſometimes alſo we Boom out the Clew of the Main-ſail, and Fore-ſail, to ſpread them out ſo much the broader to receive more wind. When we ſay a Ship comes booming towards us, it is as much as to ſay, ſhe comes with all the ſail ſhe can make : Note that booming of ſails, is never uſed but quarter winds, or before a wind : For by a wind, Studding-Sails, and booming the Sails is not uſed : In coming into Harbour where the Channel is narrow and crooked, and the Land about it overflown, they uſe to ſet Poles with buſhes or baskets at the tops, to direct how men ſhould ſteer along the Channel by them : and theſe are alſo in many places called Booms, but in ſome others, they are called Beacons.

Boord, or *a boord*. By this is not only meant Deals-boards, or the like, but otherwiſe : for when we uſe the word, *A boord* at Sea, it is as much as to ſay, within the Ship ; To go *a boord*, that is, to go into the Ship. Bring the Tack cloſe *a boord*, that is, pull down the Tack cloſe to the Cheſtree or the Gun-wale : Boord and boord, that is, when two Ships touch each other. The Weather-boord, that is as much as to ſay, to wind-ward. To make a boord, or as we uſe to ſay, to boord it up to a place, is to turn to wind-ward ; which we do, by ſtanding ſometimes one way, ſometimes the other, for the gaining a place to wind-ward : In which, note, that the farther you ſtand off upon one Point of the Compaſs, the better boord you ſhall make : and it is better making long boords, then ſhort boords, if you have Sea room. A long boord is, when you ſtand a great way off before you Tack or turn. A ſhort boord, is when you ſtand off but a little. A good boord, is when we have got up much to windward, for ſometimes we take a great deal of pains, and get little, either by reaſon of a Current or Tide, that may take her on the weather-bow, or by reaſon of a Head-ſea, which may drive her to Lee-ward, and hinder her way, or for that the Ship may be a Lee-ward Ship : ſometimes again, when it is a ſmooth Sea ; a Current under the Lee-bow, and a good Ship by a wind, ſhe will get a Point or two more in the wind, then we expect. Here note, that a Croſs-ſail Ship in a ſea, canno

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make her way nearer than 6 Points, unleſs there be Tide or Current which doth ſet to windward, within-boord, without-boord, over boord by the boord, all terms obvious to common ſenſe. To leave a Land on back-boord, is to leave it a ſtern, or behind, for the back-boord, is that which in Boats or Skiffs, we lean our backs againſt. In Fight, to boord a Ship, is to bring the Ship to touch the other, where you muſt note the advantages and diſadvantages of every place in boording: and know that when two ſhips fight, the Defendant may chooſe whether you ſhall boord him or no, but only in the Quarter, which is a bad place to boord: For men can worſt enter there, in reſpect that it is the higheſt part of the ſhips Hull: And for that there is only the Mizon-ſhrowds to enter by; as alſo, for that ſhips are hotteſt there, and men being entred there can do little good, and are eaſily ſcowred off with Murderers from the cloſe-fights: the beſt boording for entring, is, if you can, to boord on the Bow, for then you may quickly bring all your broad-ſide to: but the greateſt advantage for uſe of Ordnance, is, to boord a thwart her Haws, for then you may uſe all your Ordnance on one ſide, and ſhe can only uſe her Chaſe and her Prow-Pieces.

The Bow. Is that part of the Ship which is broadeſt before, and begins from the Looſ, till it come compaſſing about towards the Stem. The proportioning of this part, is of great importance for the ſailing of the ſhip: for this firſt breaks off the Sea, and is that part which bears all the ſhip forward, on which is in a manner all the bearing of the ſhip: If the Bow be too broad, the ſhip will not paſs eaſily through the Sea, but carry a great deal of dead water before her; if it be too lean or thin, ſhe will pitch or beat mightily into a hollow Sea, for want of breadth to bear her up; ſo that there muſt be a diſcreet mean betwixt both theſe: The ſhaping of this part, doth much import the ſhips going by a wind; yet I have ſeen ſhips of both ſorts go well by a wind; but moſt commonly thoſe that have good bold Bows, and yet it is certain, that a ſhips way after-on, is of more importance for her ſailing by a wind. A bold Bow, is a broad round Bow: a Lean Bow, is a narrow thin Bow: the Bow Piece, is that which lies in the Bow.

Bowling. Is a Rope which is faſtned to the Leech or middle part of the out-ſide of the ſail, the uſe whereof, is to make the ſail ſtand ſharper or cloſer, by a wind: The Antients, as it is reported, did ever ſail before the wind, the reaſon whereof, I conceive to be, becauſe

they had not the knowledge and uſe of this Rope : It is faſtned in 2, 3, 4, or more parts to the ſail, which they call the Bowling bridle, only the Mizon-bowling, is faſtned to the lower end of the Yard : this rope belongs to all ſails, excepting Sprit-ſail, and Sprit-ſail-top-ſail, which have no place to hail a Bowling forward by ; and therefore theſe ſails cannot be uſed cloſe by a wind. Sharp the Main bowling : ſet taught the Bowling, hale up the bowling ; all theſe are to make it pu'lld up hard, or more properly, be haled more forward on : Eaſt the bowling, Check or Conie up the bowling, that is, let it more ſlack.

A Bower. Is any Ankor, which ſhips do uſually carry at the bow, and from thence hath its name : for our greateſt Ankor we carry in Hold, and for better ſtowage ſometimes unſtock them.

Bower, or to *bowſe.* Is a word they uſe, when they would have men pull together, and is chiefly uſed by the Gunners, when they hale upon their Tackles, to thruſt a Piece out of a Port : they will cry, bowſe hoa ; that is, pull more upon the Tackle, and then they know to pull altogether : And alſo, when there is occaſion to pull more upon Tackle, then the other, they will ſay, bowſe upon the Tackle.

Brackets. Are certain little Pieces, in the nature of Knees, which belong to the ſupporting of Galleries, or ſhip-heads.

Braſes. Theſe Ropes do belong to all the Yards, excepting the Mizon-yard, they have a Pendant which is ſeaſed to the Yard-arms ; for to every Yard belongs two braſes, and at the end of a Pendant, a block is ſeaſed, through which the Rope is reeved, which they call the braſe : the uſe whereof is, to ſquare the Yards, and traverſe the Yards : braſe the Yard to right, that is, to make it ſtand juſt croſs the ſhip : To make right Angles with the length of the ſhip, all the braſes do come afterward-on, as the Main-braſe to the Poop, the Main-top-ſail-braſe to the Mizon-top, and ſo to the Main-ſhrowds : The Fort and Fore-top-ſail-braces, down by the Main and Main-top-ſail-ſtages ; and ſo of the reſt. The Mizon-bowling doth ſerve for a braſe to the Yard ; but the Croſs-jack braſes, are brought forwards to the Main-ſhrowds when we go cloſe by a wind.

Brayls. Are ſmall Ropes reeved through blocks, which are ſeaſed on either ſide the Ties ſome ſmall diſtance off upon the Yards, and ſo come down before the ſail, and are faſtned to the Creengleys, at the skirt of the ſail : The uſe whereof is to hail up the bunt of the

ſail,

ſail, when we do farthel our ſails a croſs, which are in this, commodious for a Man of War, that he may inſtantly make up his ſails, and let them fall, if in Fight he ſhould fall a ſtern: for note, that in Fight we deſire to uſe as few ſails as we can, both for the trouble in triming them, for ſaving our ſails, for hiding our Fight, and for avoiding of Fire which might light in them; and therefore, when we ſay we will ſhip our ſelves into our fighting ſails, it is meant, we have only the Mizon-main-top-ſail, with which ſails a ſhip will work every way: theſe brails do only belong to the two courſes and to the Mizon: Hail up the braſes, and braſe up the ſail, is all one, when Merchant-men will ſeem to brave a man of War, if he chaſe them, they will brail up their ſails, which is as much as to make a ſign, they will fight with them

Breech, and *Breeching*. The Breech, is the aſtermoſt part of the Gun, from the Touch-hole, which is in braſs Ordnance, ever allowed, to be as thick as the Diameter of the Bullet; and thoſe Ropes which are bigger then the Tackles that do make, or laſh faſt the Ordnance to the ſhip ſides, being brought about the breech of the Piece, are called breechings, theſe we do not uſe in Fight, but at ſea, and chiefly in foul weather.

A Brieze. Is a wind, which blows out of the ſea, and doth daily in all ſeaſonable weather keep his Courſe, beginning likely about 9 in the Morning, and laſting till it be within little of Night; we do not commonly call all winds that blow off the ſea upon any Coaſts briezes, unleſs it be where this Courſe is certain, or rarely miſſes but in ſtorms and foul weather: *As for Example*, here on our Coaſt, the winds are never extreme, but on the Coaſt of *Barbary*, and other places more Southerly, they are certain to have the wind off the Land all night, and off the Sea all Day. This *brieze* is alſo called a ſea turn.

A Breſt-faſt. Is a Rope which is faſtned to ſome part of the Ship forward on, and ſo doth hold faſt the ſhips head to a Wharf, or any thing elſe, and a ſtern faſt is the ſame for the ſtern.

Breſt Ropes. Are Ropes which make faſt the Parcel to the Yard.

Brooming. Is, when a ſhip is brought aground, or on the Careen, to be trimmed, that is, to be made clean, they burn off the old weeds or ſtuff, which hath gathered filth; which they uſually do, either with Reed, Broom, old Ropes, or the like.

A budge-barrel. Is a little barrel (not altogether ſo big as a barrel) which holds an hundred weight of Powder, and with a Purſe of

Leather, made at the end of it, which is to ſhut over the Powder, to keep it from firing: We uſe to lay Ordnance with this in Harbour for healths and the like, but at ſea in fight not, if we can get Cathrages, which is the ſafeſt way. There are alſo Latine budge-barrels, which are the beſt.

Bulk. The bulk of a ſhip, is her whole content in Hold, as to ſay, ſhe is a ſhip of a great bulk, that is, will ſtow much Goods; ſometimes it is taken for the Merchants Goods, as when they ſay, let our ſtock go in bulk together. To break bulk, is as much as to ſay, to open the Hould, or Sell, or part all the Goods in the Hould; As the *Indies* ſhips may ſell any Goods which they have betwixt the Decks, but they muſt not break bulk, till they have order from the Company; that is, they muſt not open the Hould, to meddle with any Merchandize therein contained.

Bulk-head. Is generally any Diviſion which is made croſs the ſhip, with boords, whereby one room is divided from the other, as the bulk-head of the Cabbin, the bulk-head of the half Deck, the bulk-head of the Bread-room, Gun-room, or the like.

Bunt. The bunt of a ſail is, as it were in compariſon to the wind, the cod of the Net, which receives all the Fiſh; and may as well be called the bag of the ſail, and therefore we give a bunt to all ſails, to the intent they may receive much wind, (in which is the *Anima ſenſitiva* of a ſhip,) if a ſail have too much bunt, it will hang too much to Lee-ward-wind, and as they call it, hold much Lee ward-wind, which will hinder the ſailing, eſpecially by the wind, if it have too little, then it will not hold wind enough, and ſo not give the ſhip ſufficient way; The difference is rather perceived in Top ſails than the other, for Courſes are cut ſquare, or at the leaſt, with allowance of ſmall Compaſs.

Bunt-lines. Is a ſmall Line, which is made faſt to the bottom of the ſail, in the middle part of the bolt-rope, to a creengle, and ſo reeved through a ſmall block, ſeaſed to the Yard, the uſe whereof is to triſe up the bunt of the ſail, for the better fartheling and making up of the ſail.

A buoy. Is that piece of wood, barrel, or the like, which floats right over the Ankor, and is made faſt by the buoy Rope unto the Flook; The uſe whereof, is not only to take knowledge where the Ankor, but alſo to weigh the Ankor with the boat, which is ſooner done,

done, than to weigh it with the Ship: Stern the buoy, that is, before they let the Ankor fall, whilſt the ſhip hath way, they put the buoy into the water, ſo that the Buoy-rope may be ſtretched out ſtraight, and then the Ankor will fall clear from entangling it ſelf with the Buoy-rope. *Buoyant*, is any thing that is floating, or apt to float: To Buoy up a Cable, that is, to make faſt a piece of floating Wood, Barrel, or the like, to the Cable, ſomewhat near to the Ankor, that the Cable may not touch the Ground; this we do in foul grounds, where we fear the cutting of our Cables: There are Buoys alſo which do belong to Ships, and theſe are left at an Ankor in the Sea, to ſhew where any danger is of Sands or Rocks: theſe are eſpecially moſt needful to be uſed, where the Sands do uſe to alter, or where we can have no fitting Land-mark.

A Butt. By this word taken indefinitely, is meant a Veſſel of Cask, as a Butt of Wine, *&c.* But in Sea-language, thus, a Butt, is properly the end of a Plank, joining to another, of the outward ſide of the Ship under water. To ſpring a Butt, that is, when a Plank is looſe at one end, and therefore they bolt (in moſt great Ships) all the Butt-heads: by Butt-heads, is meant the end of the Planks.

The Buttuck. Is the breadth of the Ship, right a Stern from the Tuck upwards: and therefore according as ſhe is built, broad or narrow at the Tranſom or laying out of her Stern, we ſay that the Ship hath a broad or a narrow Buttuck.

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A Cable. IS a three-ſtrand Rope, intended to be ſufficient for a Ship to ride by at an Ankor; for otherwiſe it is counted but a Hawſer: for a great Ships Hawſer, will make a ſmall Ships Cable: Cables have ſeveral appellations, as the Ankors; and are called the firſt, ſecond, or third, as they grow in greatneſs: beginning with the laſt, till it come to the Sheat-Ankor-Cable. The beſt Cables, are thoſe which are made of the whiteſt ſtuff, and therefore *Streights* Cables are the beſt: The next the *Flemiſh* and *Rowſie*; the laſt, ours: The making a Cable, is termed the laying: as to ſay, this Cable was well laid: Sarve the Cable, or plat the Cable, is to bind ſome old Ropes, Clouts, or the like, to ſave it from gawling the Hauſe: Spliſe

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a Cable, is to faſten two Cables together with a Spliſe : Quoil a Cable, is to lay it up in Rowls one above another : Cable-tire, is the Cable ſo laid up in Rowls. Pay more Cable, that is, when they carry out an Ankor and Cable in the Boat, to turn over into the Sea ſome Cable, that the Boat may row the eaſier, and the Cable be ſlack in the water : Pay cheap, that is, fling it over a-part : Veer more Cable, that is, let more go out : Shot of Cable, *vide* Shot.

Caburn. Is a ſmall Line made of Spun-yarn to bind the Cables, or to make a Bend of two Cables ; or to ſeaſe the winding Tacks, and the like.

Calm, and *Becalming.* Is, when at Sea we have not any wind, and then we add to it theſe Epithetons, flat, dead, or ſtark-calm: a Calm is more troubleſome to a Sea-faring man, than a Storm. If he have a ſtrong Ship, and Sea-room enough. In ſome places, as in the *Straights*, when it is an extraordinary great Storm, with much wind, and a wrought Sea, on a ſuddain there will be no wind, but a flat Calm, yet an extraordinary Billow, which is wonderous troubleſome and dangerous, for the having no uſe of Sail to keep her ſteady on a ſide ; the great Sea will make a Ship rowl, ſo that unleſs ſhe be a very faſt Ship in the water, ſhe will be in danger to rowl her Maſts by the Boord, or her ſelf under water.

Be-Calming. Is when any thing takes away the wind from another : as when one Ship is cloſe under the Lee of another, the windermoſt Ship doth be-calm the Lee-ward moſt : alſo when we are near the Land, which keeps the wind from us, we ſay, it doth be-calm us.

To Camber, or *Cambering.* We ſay a Deck lies Cambering, when it is higher in the middle, then at either end, and ſo doth not lie upon a right Line : this word is moſt commonly applied to the Ships Keel and Beams, and other rounding-pieces, in the Ships frame. Camber-keeled, is when the Keel is bent in the middle upwards, which happens many times by a Ships over-lying a-ground, when either her after-moſt part, or for-moſt doth not touch : but the moſt common cauſe, & the chief reaſon of cambering in great & long ſhips, is the ſharpneſs of the Hull afore and abaft, and the foulneſs of the floor. A mid-ſhips, which having more breadth to bear upon their water, is harder to ſink than both ends before and abaft : which by reaſon of their ſharpneſs, and great weight over-head, and in their Rakes,

Rakes, which over-hangs the ground-work, ſink faſter into the water, and ſo their weight forces the Keel, and whole work in the Mid-ſhips, to give way upwards, which is the main reaſon of the Ships cambering.

The Cap. Is the ſquare piece of Timber, which is put over the head of any Maſt, with a round hole, to receive into it the Top-maſt, or Flag-ſtaff, by which the Top-maſt is kept ſteddy; for if the head of the Main-maſt be too ſhort, ſo that the Cap ſtands too near the Heel, or bottom of the Top-maſt, the Top-maſt will never ſtand ſteddy; and beſides the weight of the Top-maſt, will ſtrain the head of the Main maſt ſo much, that it will be in danger to ſpend it, or bear it by the Boord: Every Maſt hath a Cap, if it carry another, or but a Flag-ſtaff at the top.

Cap Squares. Are the broad pieces of Iron, which belong to either ſide of the Carriage of a Piece of Ordnance, to look over the Trunnions of the Piece, over which they are made faſt in an Iron Pin, with a fore-lock; the uſe whereof, is, to keep the Piece from flying, or falling out of the Carriage, when it is ſhot off, the mouth of it lying very low, or as the Phraſe is, under-mettle.

The Capſtain. There are two kinds of Capſtains, the firſt called the Capſtain, or the Main-capſtain; and is that piece of Timber which is over-placed, right up and down, next abaft the Main-maſt, the foot ſtanding in a ſtep, on the lower Deck, and the head being betwixt the two upper Decks: the parts are theſe, the foot, the ſpindle, the whelps, the Barrel and the Holds for the Bars, to which alſo belongs the Darl of Iron; the uſe of it, is chiefly to weigh our Ankors, and generally to hoiſe our ſtrike-down-top-maſts, or to heave in any thing of weight, as Ordnance, or the like; or indeed to ſtrain any Rope that requires great force. The ſecond is, a Geer-capſtain, which is placed in the ſame manner, betwixt the Main, and Fore-maſts; the uſe whereof, is chiefly to heave upon the Geer-rope, or elſe to hold off by, when we weigh the Ankor: at the foot of this, there are whelps placed, in a leſſer proportion, which is to heave upon the Viol for the help of the Main-capſtains, in weighing a great Ankor. Come you up-capſtain, that is, thoſe at the capſtain muſt go backward, and ſlacken the Rope or Cable which they did heave at. In the ſame ſenſe, they alſo uſe theſe words: Launch at the Capſtain, that is heave no more; rowl the Capſtain, that is, to ſtay it with the Iron Paul, which bearing againſt the whelps, keep the Capſtain from turning back.

Cap-

Capſtain Bars. Are ſmall pieces of Timber put through the Barrel of the Capſtain, through ſquare holes of equal length of both ſides, by which the Men do heave and turn about the Capſtain.

A Card, or *Sea Card.* } Is a Geographical deſcription of Coaſts, with the true diſtances, Heights and Courſes, or Winds laid down in it. Not deſcribing any In-land (which belongs to Maps) the differences and uſes of them, will require a long diſcourſe, and they are ſet down in moſt Books which write of *Navigation*, and therefore I leave them to thoſe Books.

Careen. Careening is the beſt way of trimming a Ship under water, both for that the Carpenters may ſtand upon the Scaffolds, moſt commodiouſly to caulk the Seams, or do any thing that ſhall be requiſite, alſo for the ſaving of the Ground-timbers, which eſpecially in Ships of great burthen and weight, muſt needs be much wrong, though they be laid never ſo ſtrong: Beſides, it is a moſt neceſſary trimming for great Ships, which are either old or weak built, and alſo for any Ships that have but ſmall Floats, and are built ſo ſharp under water, that they will be in danger of overthrowing when they ſhall be brought aground. This Careening is to be done in Harbour, where the ſlower the Tides run the better: And it is moſt commonly uſed in ſuch places, where there are no Docks to trim a Ship in, nor no good places to grave a Ship on; or elſe that it doth not ebb ſo much that a Ship may ſhew dry: For the manner of Careening, it will be too long and unneceſſary to ſet down all the particulars: In general, it is thus; they take out all, or leave but little of the Proviſion, Ballaſt, Ordnance, (or the like) in the Ship: and you muſt have a lower Ship by her, with which ſhe muſt be laden down on a ſide, and righted with Tackles (yet with the weight of Ballaſt above, or below, they do effect the chief force of the buſineſs, and ſo never ſtrain the Ships Maſt much:) Note that all Ships are not of a like condition to Careen; for ſome Ships will be very hard to come down, though they have no Ballaſt in them, and thoſe are *Flemmings*, built with two ſtanding Streaks; theſe muſt have ſome weight upon the Deck to help them down, and yet theſe will right themſelves very eaſie, and therefore need not much in Hold to help to right them; Some, as our *Engliſh* built, and the like, will come down eaſie, and be hard to right, and therefore we keep ſomewhat in all theſe (to right them) in Hold, and having nothing on the Deck, ſome will come down eaſie, and

right

right themſelves well : Some will do neither, ſo that there is not one way for all,but as we ſee the condition of the Ship, we fit things, and work accordingly, any kind of bringing the Ship over to lie on one ſide (ſhe being on float) is call'd Careening, though it be but a few ſtreaks;as we ſay,ſhe wasCareened three,four,or five ſtreaks : a Ship lie down much with a Sail, they will ſay, ſhe Sails on the Careen.

Carlings. Are thoſe Timbers which lie along the Ship, from one Beam to another ; which do not only ſerve to help to ſtrengthen the Ship, but on them the Ledges do reſt, whereunto the Planks of the Deck are faſtned.

Carling knee. Are thoſe Timbers which come thwart Ships, from the Ship-ſides to the Hatch-way, which is betwixt the two Maſts : Theſe do bear upon them the Deck on both ſides the Maſt : and on the ends do lie the Coaming of the Hatches.

A Carriage. Is that whereon we mount our Ordnance ; the parts whereof are the two Cheeks, the Axletrees, the Bolts, the Cap-ſquares, the Hooks, the Fore-locks, the Trucks, and the Linſe-pins: (*vide* every one of theſe in his proper place :) The faſhion of theſe Carriages we uſe at Sea, are much better than thoſe of the Land ; yet the *Venetians*, and others uſe the other in their Shipping. A Piece clears a Shot well, that is, ſhoots far and right, which is a ſign that ſhe is ſmooth and well meatlled.

A Carthrage. Is a Bagg made of Canvas,which is reaſonable good, being made upon a Former, the Diameter whereof muſt be ſomewhat ſmaller than theCylinder of the Piece, and of ſuch a length or depth, as that it ſhall contain juſt ſo much Powder, as is the Charge of the Piece : This is wondrous neceſſary for our great Ordnance in Fight, both for ſpeedy Lading our Ordnance,and alſo for ſaving the Powder which is in danger to be fired, if in Fight we ſhould uſe a Ladle: Theſe Carthrages are many times made of Paper, Parchment, or the like, but are not ſo good as the other : There are alſo other Carthages, or more properly, they are to be called Caſes for Carthrages, which are made of Lattin ; in which we uſe to put theſe other Carthrages, to bring along the Ship, ſo much the ſafer from Fire, till we put them into the Pieces mouth, which is a dare , that in Fight there cannot be too much diligence and order uſed.

Carnels. Are the Veſſels which go with Mizon-ſails inſtead of Main-ſails, theſe will lie nearer the Wind than Croſs-ſails, but are

not ſo commodious to handle, we have here little uſe of them; and therefore I ſpeak not much.

Carnel-work. The building of Ships firſt, with their Timbers, and Beams, and after bringing on their Planks, is called Carnel-work, to diſtinguiſh it from Clinch-work.

Caſe. Is commonly made round of Wood hollowed, and fit for the bore of the Piece, by which moſt conveniently we can put murdering Shot into the Piece: We likewiſe uſe Baggs to the ſame purpoſe, but they are not ſo convenient as Wooden Caſes, becauſe they are apt to catch hold by the way in the Flaws of the Pieces: Alſo ſome call the ſheathing of a Ship, the caſing of her.

Caſe ſhot. Is any kind of old Iron, Stones, Muſquet-bullets, or the like; which we put into Caſes, to ſhoot out of our great Ordnance: Theſe are of great uſe, and do much execution amongſt men, that plie their ſmall Shot, when we come near, or lie Board and Board.

Caskets. Are ſmall ſtrings made of Sinnet, flat; they are made faſt to the upper part of the Yards, in little rings, which they call Grommets: Their uſe is to make faſt the Sail to the Yard when we farthel it up; The biggeſt and longeſt are placed juſt in the middle of the Yard betwixt the Ties; theſe do make up the Bunt of the Sail, and are tearmed the Breſt-Caskets.

Catherpings. Are ſmall Ropes, which run in little Blocks (like a Minnom) from one ſide of the Shrowds, to the other, near the Deck; The uſe whereof, is to force the Shrowds taught for the better eaſe and ſafety of the Maſt in the rowling of the Ship; they are only uſed to the Main-ſhrowds, and Fore ſhrowds; Alſo at the ſetting on of the Puttocks of the Shrowds, they are uſed; but here they are ever made faſt, and do not run in Blocks.

Cat. The Cat, is a Piece of Timber, faſtened aloft, right over the Hawſe, and hath at the end thereof, two Sheevers, wherein is received a Rope, with a Block, whereunto is faſtned a great hook of Iron, after the manner of a double Tackle: the uſe is to triſe up the Ankor from the Hawſe, to the top of the Fore-caſtle, where it is faſtned with a ſtopper. Cat the Ankor, is to hitch the hook in the ring of the Ankor.

Cat-holes. Are two little holes above the Gun room Ports a ſtern for this uſe, that when we have occaſion to heave the Ship a-ſtern, by a-ſtern: Faſt they bring in the Cable, or Hawſer, by them to the Capſtain,

Capſtain, the Stern-Ports are not ſo good, becauſe they lie not ſo even with the Capſtain.

Caulk. Caulking, is the driving of Ockham, Spun Hair, and the like, into all the Seams, Rends, and Treenels throughout the Ship, without the which it is impoſſible for a Ship to be made thite to ſwim, and keep out water.

Chafe. Or chafing, is, when any Rope is gauled or fretted, as we ſay, the Cable is chated in the Hawſe, or when a Rope rubs againſt any thing which is not ſmooth and even, we ſay, it will chate the Rope.

Chains. By naming the Chains of a Ship indefinitely, is meant thoſe Chains to which the Shrowds are made faſt, on the Ship-ſides; alſo thoſe that belong to the Top-maſt-ſhrowds, are call'd Chains: In Fight we uſe to ſling our Yards in Chains, for fear leſt the ties ſhould be cut, and ſo the Yards fall down; and theſe Chains are called Slings.

Chain-walls. Is a broader Timber, ſet on the out ſide of the Ship, than the ordinary Walls, and is made of purpoſe to ſpread out the Shrowds wider, that they may the better ſuccour the Maſt.

A Chamber. Is a Charge made of Braſs or Iron, which we uſe to put in at the Breech at any Murtherer, or Fowley, and contains juſt ſo much Powder, as is fit for to deliver away the Murthering ſhot, or Caſe-ſhot, contained in that Piece: Alſo the Chamber of a great Piece of whole Ordnance is counted ſo far, or ſo much of it, as doth contain the whole Charge it hath.

Channel. By Channel, is meant the deepeſt part of any River, or Harbours mouth; as when we ſay, Steer in the Channel, is meant the deepeſt part of the River: In places where there are looſe Sands, the Channels do alter much according to extraordinary Winds, which come and drive the Sands with the Sea, ſometimes on one ſide, ſometimes on the other; As when I came into *Mamora*, the Channel lay Eaſt Southeaſt, and Weſt Northweſt, but in two Months after, by reaſon of a freſh Shot, it changed to lie in Eaſt Northeaſt, and Weſt Southweſt, which is five Points of the Compaſs; Sometimes we alſo call narrow Seas, Channels, as the *Engliſh* Channel betwixt *France* and *England*, and St. *Georges* Channel betwixt *England* and *Ireland*: but being in thoſe Seas, if we ſay Steer in the Channel, it is meant in the midſt of the Sea.

Charge. We uſe to ſay, Charge a Muſquet, but Load or Lade a Piece of Ordnance; A Ship of great charge, is commonly meant by a Ship that draws much water; and ſometimes for an unweildy Ship, that will not Veer and Steer, for then ſhe is dangerous, and chargeable upon a Lee-ſhore; alſo every mans office in a Ship, it call'd his charge.

Chaſe. When a Man of War doth follow any Ship out of his Courſe: or elſe when any other Ship doth alter her Courſe, ſo as to uſe all the means they can to fetch up, and ſpeak with the other Ship; we call that Chaſing: and the Ship ſo followed, we call the Chaſe: (as meaning by her,) we ſay, the Chaſe ſtands thus, or the Chaſe hath taken her Top-ſails, or the Chaſe ſtruck a Hull, *&c.* There is great experience and judgement to be uſed in Chaſing; for though two Men be equally Mariners, and knows how to Sail and direct his Ship, yet if one be a practick Man of War, nnd the other not, the Man of War will do much better: The pretence in any Chaſing, is to make the ſhorteſt way of it that they can; which is by judging of the Chaſes Courſe, ſo to ſhape yours, that you may meet in the neareſt Angles: there is no certain rule for Chaſing; for we muſt many times be ruled by the condition of our Ship: As if the Chaſe clap cloſe by a Wind (it being a head-ſea) and the man of Wars Ship, be a ſhort Ship, that beats much into the Sea, and a Lee-ward-ſhip, then if he clap cloſe by a wind, his Ship will make no way, and therefore he muſt give a little more large, though he Chaſe under the Lee of the other: In Chaſing, we always Connet to get to Windward, in reſpect that it is advantage in Fight: And for that we cannot Board a Ship, being too Lee-ward, but ſometimes (as if it be towards Night) to keep ſight of the Ship, or the like, we muſt be content to come under his Lee, and get as near as we can: The Stern Chaſe, that is, when we follow her right a-Stern, and ſhe and we go right upon one Point of the Compaſs: To Lee with her Fore-foot, is the neareſt and ſhorteſt, that is (as you would ſay) to lie juſt a croſs her way, ſo that both keeping on their Courſes, they ſhall meet all at a certain Point. Chaſe Pieces, are thoſe, which lie forward on, when we ſay that a Ship hath a good Chaſe, indefinitely, it is meant of her Chaſe forward; and that is, when ſhe is ſo contrived, that ſhe can carry many Pieces, to ſhoot right forward, for to the other; I uſe to add the word Stern-Chaſe; The Pieces of Ordnance, which lie right forward on, are called Chaſe-Pieces.

Checks.

Cheeks. Are two Pieces of Timber, which are fitted on each ſide of the Maſt, from beneath the Hounds, to the upper end of the Maſt; and they are made of Oak, to ſtrengthen the Maſt thereabouts, both for the bearing of the Top-maſt, and hoiſing of the Yards. In theſe are the Hons, made for the ties to run in: the Knees which faſten the Beak-head to the Bow of the Ship, are called Cheeks: alſo the ſides of any Blocks, are called the cheeks: likewiſe the ſides of the carriages, where the trunions of the Pieces do lie, are call'd, the cheeks of the carriages.

Cheteres. Are the two ſmall pieces of Timber with a hole in them, in which the Main-tack doth run, and to which the Tack is haled down, theſe are placed a little abaft the Loof of the Ship, the one on the one ſide, the other on the other.

Choak. When a running Rope ſticks in the Block, either by ſlipping betwixt the Cheeks and the Sheever, or by any other occaſion, that any thing be got about it, or that it have a Kink, ſo that it cannot run and be haled through, we ſay the Block is choaked.

Clamps. Are thoſe thick Timbers which lie fore and aft, cloſe under the Beams of the firſt Orlep, and do bear them up at either end, and are the ſame that the Riſings are to the other Decks, *vide* Riſings.

A Cleat. Is a ſmall wedge of wood faſtned on the Yards, to keep any ropes from ſlipping by where that is faſtned: there are alſo divers other uſes of it, as to keep the Eating of the Sail from ſlipping off the Yard.

Clew. The Clew of a Sail, is the lower corner of the Sail, which reaches down to the place where the Tacks and Sheats are made faſt to the Sail, and it is counted that part which comes goaring out from the ſquare of the Sail, towards the lower corner; when a Sail is much goaring, then ſhe hath a great Clew; when a little goaring, then ſhe hath a little Clew; when it is cut right ſquare, and hath no Clew; and yet that lower corner of the Sail, ſhall retain the name of the Clew of the Sail: A Ship ſpreads a great Clew, that is, hath very broad Yards, and ſo ſpreads much Canvas; it is good to allow a good Clew to a Main-ſail; for by that means, the Tack will come the better aboord, the ſheat will come farther aft, whereby the Sail will hold more wind.

Clew-garnet. Is a Rope which is made faſt to the Clew of the Sail, and from thence runs in a Block, which is ſeaſed to the middle of the Yard: The uſe whereof is, when we farthel our Main-ſail, or Fore-ſail; for the name of Clew-garnet doth only belong to the Clew-

lines

lines of thoſe two Sails, then this Rope doth hale up the Clew of the Sail, cloſe to the middle part of the Yard.

Clew-line. This is the ſame to Top-ſails, Top-gallant-ſails, and Sprit-ſails, that the Clew-garnet is to the Main-ſail, and hath the very ſame uſe: Note in foul weather, the guſt, when we take in our Top-ſails, we hale home the Lee-clew-line firſt, becauſe the Sail will be taken in ſo much the eaſier.

A Clincher. Is a ſmall Ship, Barque, or Boat, whoſe Planks and Boards are larded over one another, and clinched or nailed one through another with Nails and Rooves: whoſe out-ſide are berthed or wrought up without Timber, framed as we do in other ſhips, which work is called Carvel-work.

To Clinch. Is to batter or rivet a Bolts-end upon a Ring, or turn back the end of any Nail, ſo as to make it faſt at that end which is driven through; we alſo call that part of the Cable which is ſeaſed about the Ring of the Ankor, the clinch of the Cable.

Clinching. Is as you would ſay, a ſlight caulking, and is moſt uſed when we are at ſea, and ſuſpect foul weather, ſo that we may take in water at the Ports; we uſe to command the Carpenter to clinch the Ports, that is, to drive a little Ockam into the ſeams of the Ports, which may be done (to ſerve turn) either within board, or without board.

Cloath. We ſay a ſail doth cloath the Maſt, when it is ſo long, that it touches the Gratings or Hatches, ſo as no Wind can go betwixt the ſail and the Hatches and Gratings: A ſhip ſpreads much cloath, that is, when ſhe hath broad ſails.

Cloyd. When there is any thing got into the Touch hole, or Breech of the Piece, ſo that the Priming-powder cannot come to give Fire to the reſt, we ſay, the Piece is cloyd.

Coamings. The Coamings or Coaming of the Hatches, or the Gratings, is that piece of Timber or Plank which bears them up higher than the Decks, ſo as that they do not lie even with the Deck. The uſes whereof, are to keep the water from running down at the Hatches, to give ſome eaſe for men to ſtand upright betwixt the lower Decks, if the Decks be low, and near together; and alſo in the Coamings they may fit holes for to uſe Muſquets, and to ſerve for a cloſe Fight.

Coats. Thoſe Pieces of Tard-Canvas, which are put above the Maſts at the Partners, and the Lumps at the Deck, that no water may run down by them, are called Coats. The ſame is uſed to the Rudder-head.

Cocks.

Cocks. Are little ſquare Rings of Braſs with a hole in them, put into the middle of ſome of the greateſt wooden ſheaves to keep them from ſplitting and gulling by the Pin of the Block whereon they turn.

The *Collar.* Is that Rope which is made faſt about the Beak-head, whereunto the Dead man-eye is ſeaſed, unto which the Main-ſtay is faſtned. There is alſo a Rope about the Main-maſt-head, which is call'd a Collar, or a Garland, and is there placed to ſave the Shrowds from galling.

The *Comb.* Is a ſmall piece of Timber, ſet under the lower part of the Beak-head near the midſt, with two holes in it, and is juſt in the nature, and hath the ſame uſe to the Fore-tacks, that the Cheſ-trees have to the Main-tacks, which is, to bring the Tack a-board.

Compaſs. Is that moveable Inſtrument with a Flie, whereon are deſcribed the 32 Points or Winds by which we direct the Steer, our Courſes at Sea. The faſhion is known to all, and for the uſes, they are handled at large in many Books which write of Navigation. There are three kinds; firſt the plain Meridional Compaſs (which is the ordinary one,) the ſecond, a Compaſs of Variation, which ſhews the Variation of the Compaſs from the true North and South. The third, is a dark Compaſs, which being but an ordinary Compaſs in uſe, is only ſo called, becauſe the Flie hath the Points deſcribed in no colours (as the other are) but only black and white, being moſt convenient to be ſeen, when we ſteer by night, without any light, but only skie-light.

To *Cond*, or *Cun.* I think this word comes of *conducere* in Latine; ſo it imports as much as to lead or direct the Ship which way ſhe ſhall go; it is commonly pronounced thus: Cun the Ship, which implies as much as to direct him at Helm how to Steer. In long Courſes, when we are off at Sea, there is not ſo much heed taken of it, for then they direct their Courſe upon a Point of the Compaſs, and ſo let him at the Helm look to the Steer right on that Point; but in Chaſes and narrow Channels (where the Courſe lies not directly upon a Point of the Compaſs) there the Maſter, Mate, or ſome other ſtanding aloft, doth give direction to him at the Helm, and this we call Conding, or Cunning: ſometimes he who commands the Ship will be ſpeaking to him at Helm, at every little Yaw, (which the Sea-faring love not, as being a kind of diſgrace to their Steerage) then in mockage they will ſay, ſure the Channel is narrow he conds ſo thick; whereby you may gather, that in narrow Channels, it is neceſſary and uſeful to cond thick.

Note

Note that according as the Ships Sails are trimmed either before or by a wind, ſo they uſe ſeveral terms in conding, and to uſe other, were mproper and ridiculous amongſt them: If the Ship go before a wind, or as they term it, betwixt two ſheats, then he who conds uſes theſe terms to him at the Helm, Star-board, Lar-board, the Helm a Mid-ſhips. Note that when we ſay Star-board, the meaning is, that he muſt put the Helm to the Star-board ſide, and then the Ship will go to Lar-board, for the Ship doth ever go contrary to the Helm, if the ſhip go by a wind, or quarter-winds, they ſay a Looſ, or keep your Looſ; or fall not off, Veer no more, keep her to: touch the wind, have a care of the Lee-latch; all theſe do implie the ſame in manner, and are to bid him at the Helm, to keep her near the wind: Eaſt the Helm; no near; bear up; theſe words do appoint him to keep from the wind, and make her go more large or right before: ſome ſpeeches are common to both, as ſteddy, that is, keep the ſhip from going in and out, but juſt upon the Point that you are to ſteer, and as you go; and ſuch like.

Cook-room. The Cook-room, is the place, where they dreſs their Victuals, and this room is to be placed in divers parts of the ſhip, according to the ſhips imployment, in Merchant-men (who muſt imploy all their Hold for the ſtowing of their goods, and ſo ſtow their Victuals betwixt their decks (it is beſt to have the Cook-room in the Fore-caſtle) eſpecially being contrived in the Furvaſſes, for the ſaving of wood in long Journeys: alſo for that in Fight, they bring their ſtern and not their Prow to Fight, and therefore it will be leſs diſcommodity to them: beſides, they do not carry ſo much Ordnance forward on, and therefore the weight of the Cook-room, is not ſo offenſive: but in a Man of War, it is moſt inconvenient to have it in the Fore-ſhip or Fore-caſtle: my reaſons are theſe. 1. It will (be it placed as well as can be) hinder the uſe of the Ordnance. 2. It will lie over the Powder. 3. Being a man of War pretends to Fight moſt with his Prow; that part is likewiſe to receive ſhot, which if any chance to come amongſt the Bricks in the Cook-room, they will ſpoil more men than the ſhot: and beſides, the Cook-room it ſelf for that voyage is ſpoiled, there being no means to repair it at Sea, and then they muſt needs uſe another; ſo that I think no man of diſcretion will commend or uſe that for moſt ſufficient, which is moſt ſubject to be deſtroyed, and can not be repaired. 4. A man of war, even carries much Ordnance there, and therefore it is fit to avoid (as much as may be, any weight that may

may charge her Fyre-ſhip. 5. It is dangerous for firing the ſhip: for being made up to the Ship-ſides, ſo that men cannot go round about it in long continuance, and much heating they may fire the ſhip unawares. 6. It takes away the grace and pleaſure of the moſt important & pleaſanteſt part of all the ſhip: for any one who comes aboard a man of War, will principally look at her Chaſe, being the place where the chief offenſive force of the ſhip ſhould lie. And to conclude, I do not know any commodity it can give to a man of War: wherefore, in my opinion, the beſt placing the Cook-room, is in the Hatch-way, upon the firſt Orlop (not in the Hold, as the Kings ſhips do, which muſt needs ſpoil all the Victuals with too much heating the Hold, or at leaſt, force them to ſtow it ſo near the Stem and Stern, that it muſt needs wrong and wring the Ships much, and loſe much ſtowage: and it being there placed, as it doth avoid all the former inconvencies, both of the Hold and Fore-caſtle, and yet ſhall be as ſerviceable, ſo hath it this benefit more: That it doth wonderfully well air the Ship betwixt the Decks, which is a great health unto the Company: But if I were to go to Sea, as a man of War, I would have no Cook-room at all; but ſuch a one as I would have contrived to be removed, and ſtrooken down in Hold if I liſt, and yet it would waſte no more Wood than theſe do, and dreſs ſufficient Victuals for the company, and roaſt or bake ſome competent quantity for the Commander, or any perſons of Quality.

Cordage. All kind of Ropes belonging to the Rigging of a Ship, is by a general appellation called Cordage.

Counter. Is the hollow arching part in the Ships Stern, betwixt the Tranſom, and the lower part of the Gallery, which is called the lower Counter; the upper Counter is from the Gallery, to the lower part of the upright of the Stern.

Courſe. Is taken for that Point of the Compaſs which the Ship is to ſail upon, as to ſay, the place we muſt now go to lies Eaſt, we then direct our Courſe Eaſt. Ailer the Courſe; that is, ſail upon another Point of the Compaſs: Miſtake the Courſe; that is, not to know how the Land lies, or which way to go; alſo Main-courſe and Fore-courſe Miſon-courſe, are the Sails without the Bonnets: Note, all Ships of great burthen have double Courſes to hold more wind, and give the Ship more way in a freſh gale, but in an eaſie gale they hinder (as do all things that are weighty over head.)

A Crabb. Is an Engine of Wood, with three claws places on the

ground, juſt in the nature of a Capſtain being placed, and moſt commonly uſed where they build Ships, for the Launching out, or heaveing in of a Ship into the Dock, or off the Key.

A Cradle. Is a frame of Timber, brought along the out-ſide of the Ship by a Bildge, wherein they do launch ſhips for the greater ſafety. In *Spain*, and other places, they uſe to trim all their great ſhips in them.

Craft. Is any kind of Nets or Lines, or Hooks to catch Fiſh; for at Sea, they will ſay, when they have loſt their Lines or Nets, that they have loſt their craft; we alſo call ſmall Veſſels, or Ketches, Hoyes, Craes, and the like, ſmall craft; and he that ſails in them, we ſay, he uſes ſmall craft.

Crank. We ſay a Ship is crank-ſided, when ſhe will bear but ſmall ſail, and will lie down very much, with little wind; the cauſe thereof, is, that her breadth being laid too low, ſhe hath nothing to bear her up, when once ſhe begins to heel: we alſo ſay ſhe is crank, by the ground, when ſhe cannot be brought a ground, but in danger to overthrow: the reaſon whereof is, ſhe hath no bildge to bear her, her floare being laid too narrow.

Creenglees. Are little Ropes ſpliced into the bolt-Ropes of all ſails belonging to the main and Fore-maſt, unto which the Bowling bridles are made faſt, and they are alſo to hold by, when we ſhake off a bonnet.

Croſs-bar. Is a round ſhot, with a bar of iron, (as it were) put through the middle, coming out at both ends, ſome 6. or 8. Inches more or leſs, this will not flee ſo far as a round ſhot, but further then a Langrell or chain ſhot, it is very good to uſe in fight, for the cutting and ſpoyling of Ropes, ſails, yards and maſts, as alſo to do execution amongſt men, where they ſtand plying their ſmall ſhot; but it is not uſed under water, for that it will hardly go through a good ſhip ſides, unleſs it be uſed out of very great ordnance.

Croſs-Jack. Is a yard at the upper end of the *Miſſen Maſt*, under the top, and there is ſloong, having no halliards, nor ties belonging to it; the uſe whereof is to ſpread, and hale on the miſſen top-ſail Sheats.

Croſs-piece. Is the great piece of timber, which goes croſs the bit-Pipes, and is that whereunto we be-lay the Cabell.

Croſs-trees. Are thoſe croſs pieces of timber, which are ſet on the head of the *Maſt*, being bolted and ſet into one another very ſtrong. In a general Appellation, all theſe four-Pieces, being ſo made, and put

to-

together are called the croſs trees, but in truth and more ſtrictly, only thoſe two pieces, which go thwart ſhips, are called croſs-trees, and the other which go longſt ſhips are called Treiſſel-Trees, the uſe whereof is to bear and keep the Top-maſt up, for the foot of the Top-maſt is faſtned in them, ſo that they bear all the ſtreſs. Theſe alſo do bear upon them the tops, and do neceſſarily belong to all Maſts, which carry any other Top or Flag ſtaff at the head.

Crow-feet. Are thoſe ſmall lines or ropes, which ſtand in 6, 8, 10. or more parts, being ſo devided and put through the holes of a dead man eye, they are of no neceſſity, but only ſet up by the Boat-Swains, to make the ſhip ſhew full of ſmall rigging, and are placed to the bottom of the Back-ſtages of the fore-top-maſt, Sprit-ſail-top-maſt-miſſen Top-maſt, and the Top-gallant maſts.

Cubbridge-head. Is the ſame that is a bulk head: Only, that we uſe this word to the bulk head of the fore-Caſtle and the half deck, which we call the cubbridge head afore, or the cubbridge-head abaſt.

Culver-tail. Is a manner of letting one timber into another, ſo as that by no means they can ſlip out: All their Carlings have their ends ſo let into the beams.

Cut. This word is uſed in this ſenſe, cut the ſail, that is, when men are aloft upon the yard, the main ſail, or fore-ſail, being farthelled up, they muſt let it fall down; when a ſail is well faſhioned, they ſay it is well cut: Cut the Cabell in the lawſe, that is moſt commonly uſed, when we ride in ſome ſtorms, and deſire to ſet ſail, but cannot ſtay the weighing of the Anchor, for fear of driving too much to lee-ward, or the like: Generally when upon any occaſion, we cannot ſtay to weigh the Anchor, then we put the Cabell in the hawſe, to ſave ſo much as we can of it: In extraordinary occaſion (either at an Anchor, or at Sea) we ſometimes cut the Maſts, by the boord the cauſe at an Anchor, is when the ſtorm encreaſes ſo that the power which the wind hath upon the Rigging and the Maſt, doth force her Anchors to come home, or elſe endanger the breaking of the Cabell, then they cut down the Maſt: But if there be only a great Sea gate, and little or no Wind, there it is to no purpoſe to cut the Maſts, for they do little or no hurt. This happens in many places, where the Wind doth not blow home, as at *Santa Cruze* in *Barbary*, where ſome have rid ſuch a Rode, that the Sea hath broke over their fore-top,

and yet not a breath of Wind. At Sea, they cut the Masts on these occasions, when an extraordinary gust or storm hath so laid the ship on-side, that there is no hope that she can right again, and so would quickly be over-set, or filled with water; then in cutting the *Mast*, first cut the lee-shrowds for else when the *Mast* is over boord, it will be hard cutting them, and the end of the *Mast* may chance to beat out the ships side; next cut a little into the weather side of the *Mast*, and then cutting the weather shrowds, the *Mast* will instantly and without danger fall over boord. Likewise at Sea, in a great storm, where the ship rowls much, if the Partners give way, the *Mast* will rowl out the ships sides. In this case also, if they cannot be amended, the *Mast* must be cut by the boord.

Cut-water. The Cut-water is the sharpness of the ship before, which doth as it were, cut the water and divide it before it comes to the bow, so that it may come by degrees, and not too suddainly to the breadth of the ship, otherwise the ship would beat so full against the water, that she would make but little way: And therefore many times when a ship is to Bluffe, we put to a false stem, and as it were lengthen her for-ward-on, and this we call a Cut-water; which will not only make her sail better, but also make her keep a better wind, and not to beat so much against a head-sea.

D.

The **D***Avitt.* Is a piece of Timber, having a notch at one end, whereon they hang a block by a strap; and this is only used for to hang that block on, which is called the fish-block, by which they hale up the Flock of the Anchor, to the ships bow or loof. It is shifted to either side as they have occasion, and is it not made fast to the ship, but laid by till it be used, it is put out betwixt the Cat and the Loof: Launch out, or Launch in the Davitt, that is, put it out or in: Also the Boat hath a Davitt, which is set over the head of the Boat with a sheever, into which they bring the Boy-rope to weigh the Anchor, and it stands in the Carlings that are in the Boats bow.

Dead-

Dead-men-eyes. Are a kind of blocks, wherein there are many holes; but no ſheevers, wherein the Lanniers go, that make faſt the ſhrowds to the chains. The main ſtayes in ſome Ships, are ſet taught by Lanniers in Dead-men-eyes, but moſt great ſhips uſe double-blocks, the Crow-feet do reeve through Dead-men-eyes.

Dead-water. The water which is the Eddie water at the ſtern of the ſhip is called dead water, and therefore we ſay, a ſhip holds much dead water, that it hath a great Eddie follows her at the ſtern or rudder; and this may be called dead, becauſe it doth not paſs away with that life and quickneſs as the other doth.

Deck. The Deck is that floare of plank, whereon we place our Ordnance, it lies upon the beams; they are called by the name of firſt, ſecond or third Deck, beginning at the loweſt: alſo there is the half Deck, that is, the Deck which is from the Main-maſt to the ſtem, and quarter-deck, which is from the ſteeridge aloft to the Maſters-Cabbin: There is alſo the ſpar-deck, which is the uppermoſt, betwixt the two Maſts, and is made very ſlight, with a meeting, or ſlight boords, towards the ſide of the Ship, and a grating in the mideſt; alſo theſe decks are called by the name of Orlops, as they uſe to ſay, the firſt or ſecond Orlop; a fluſh Deck, or as they uſe to ſay, a Deck fluſh, fore and aft, that is, when from ſtem to ſtem, it lies upon a right line without any fall: Note, that the beſt contriving of a Man of War, is to have the decks fluſh, and to have all her ports on that deck on an equal height, ſo as that every Piece may ſerve any port; the reaſons are, for that the decks being fluſh, men may paſs fore and aft with much more eaſe, for the delivering powder and ſhot, or relieving one another; but chiefly for that if a Piece or two be diſmounted by ſhot in any place, where there is a fall, another cannot be brought to ſupply his place, beſides the diſcommodity that by disjoyning the equal bearing part of the ſhip, the ſhip is much weakened, and alſo it loſes much ſtowage in the ſtern-ſheats, yet there may be ſome uſe of theſe falls to a Merchant-man for his defence, who may fit a cloſe fight out of every fall, and though he loſe one part of the deck, yet he may ſtill keep more to be gained from him: The Deck cambers, that is, when it doth not lie flat, but compaſſing; To ſink a deck, or to let fall a deck, is to remove it and place it lower: To raiſe a deck, is to put it higher above water; the making of a deck, is termed, the laying of a deck.

Deep-ſee-Lead. Is the Lead which is hung at the deep-ſea-line, to ſink it down; the weight whereof is commonly 14. pounds; this hath ſome hard white tallow laid upon the lower end of it, which brings up the ground, and ſo by the differences of the ground, we know where and upon what coaſt we are: But in Ozie ground, we uſe a white woollen cloth upon the lead, with a little tallow, without which cloth, the Ozie would not ſtick unto the tallow.

Deep-ſee-Line. Is a ſmall line, with which we ſound in deep waters to find ground, and ſo according to the depth and ground in many known places; as in the coming into our channel, and many other places (when we can ſee no land, yet we know where we are.)

To Diſembogue. Is as much as to ſay, to come out of the mouth of any Gulph; which being large within, may have ſome ſtraight, or narrow coming out, being uſed thus; When they come out of the *Weſt-Indies*, betwixt *Cube* and *Cape Florida*, which is the ſtraight whereout the current doth ſet, they ſay, they Diſembogued out of the gulph; but it is not uſed, for the going out of a Harbour, or the like.

To diſpert. Diſperting, is the finding out of the difference of the Diameters of the Mettles, betwixt the breech and the mouth of any piece of Ordnance, by which we know what allowance to give to the mouth of the Piece (being ever leſs then the breech) that thereby we may make a juſt ſhot; there are divers ways, but the plaineſt is the ſureſt and beſt, which is, by putting in of a ſtraw, or a ſmall ſtick at the touch-hole at the lower ſide of the concave or ſillender of the Piece and and then apply it in the ſame manner to the mouth, and it will exactly ſhew the difference of the thickneſs of the Mettle at the breech and mouth of the Piece.

Dock. There are two kinds of Docks, a dry dock, which is made with flood-gates, to keep out the Tide, in which we build ſhips, and repair them, wherein they ſit without danger and harm; the other is a wet Dock, which is any creek or place where we may caſt in a ſhip out of the Tides-way in the Oze; and there, when a ſhip hath made her ſelf (as it were) a place to lie in, we ſay, the ſhip hath docked her ſelf.

A Drabler. Vide *Bonnet.* For this in all reſpects the ſame to the Bonnet, that the Bonnet is to the Courſe. This is only uſed when the Courſe and Bonnet are to ſhowle for to cloath the *Maſt*; ſome ſmall ſhips which are Coaſters, and therefore are, for moſt convenience, to have ſhort courſes, do uſe the Drablers.

Draggs.

Draggs. Any things that hang over the ſhip in the ſea, as Shirts, Gowns and the like, as alſo the Boat in that reſpect, all which do hinder the ſhips way under ſail, are called Draggs.

Draught. By Draught in water, is meant ſo many foot as the ſhip goes in water: A ſhip draws much water, that is, goes deep in water: A ſhip of ſmall draught, that is, draws but little water. Note, that ſhips of great draught are commonly wholſom ſhips in the ſea, and ſhips of little draught, commonly go beſt, but rowl moſt; the firſt is beſt for a long voyage, the laſt for a diſcovery.

To Dregg. Or Dregging, is to take a little Crapnell which being hung over the Boats-ſtern, we let down to dregg upon the ground, to find a Cabell which hath been let ſlip, unto whoſe Anchor there was no buoy, for this paſſing along the ground as the Boat doth row, will catch hold of it if it meet with it.

A Drift-ſail. Is a ſail uſed under water, being veered out right a-head, having ſheats to it, the uſe whereof, is to keep a ſhips head right upon the Sea in a ſtorm; alſo it is good, where a ſhip drives in faſt with a current, to hinder her driving in ſo faſt, but it is moſt commonly uſed by Fiſher-men in the North Seas.

Drive. We ſay a ſhip Drives, when we let fall the Anchor, and it will not hold the ſhip faſt, but that ſhe falls away with the Tide or Wind, for which we have no help, but to veer more Cabell, for you muſt note, that the more Cabell is out, the faſter and ſurer the ſhip will ride, or elſe to let-fall more Anchors: Alſo, when a ſhip is a hall or a-trie, we ſay, ſhe drives to Lee-ward, or drives in with the ſhore, and the like, according to the way ſhe makes.

Duck-up. This terme is uſed with the Clew-garnet and Clew-lines of the main-ſail, fore-ſail and ſprit-ſail, when as the main-ſail or fore-ſail doth hinder his right fore-ward, that ſteers, or any the like occaſion: And to the ſprit-ſail, moſt commonly when we make a ſhot with a Chaſe Piece, for the Clew of the ſprit-ſail, will hinder the ſight, and being not ducked up will be ſhot away; ſo then we ſay, Duck up the Clew-lines.

Earing.

E.

Earing. Is that piece or part of the Bolt-rope which at all the four corners of the ſail is left open, as it were a ring, the two uppermoſt are put over the ends of the yards or yard arms, and ſo the ſail is at thoſe two ends made faſt to the yard into the lowermoſt, the tacks and ſheats are ſeaſed, or, as the more proper term is, they are bent unto the Clew.

To Eaſe. This word is uſed in the ſame ſenſe at Sea, as otherwiſe we uſe the word ſlook, for generally, when we would have any rope ſlacker and not ſo hard ſtrained, we ſay eaſe it, (as eaſe the bowlings, ſheats, *&c.*) only when the tack ſhould be ſlackned, the proper term is, let riſe the tack, which is a very fit term, in reſpect that the tack being looſed, it riſes up from the Cheſtrees unto which it was haled cloſe.

An Eddy. Is the running back of the water in ſome place, contrary to the Tide, and ſo falling into the Tide again, which happens by reaſon of ſome head-land, or great point in a River coming out ſuddenly, and ſo hindering the full paſſage of the water, which it had in the Channel before it came to the point.

An Eddy-wind. Is that wind, which recoyls or returns back from any ſail, hawſe, or the like, going contrary to that wind where it proceeds, but is never ſo ſtrong as the other.

End for End. That is a term uſed, when any rope doth run all out of the block, ſo that it is un-reeved; or, as when a Cabell or hawſe doth run all out at the hawſe, which may happen either of purpoſe, to ſave the Cabell, or by chance, when coming to an Anchor, if they ſhould miſs laying on the ſtoppers, or the ſtoppers ſhould break, then they ſay, the cabell at the hawſe is run-out End for End.

Enter. To enter, is to come into a ſhip, but in fight, they muſt be careful to clear the Decks with Fire-pots, or the like, if it be poſſible from the trains of powder, before men do enter; for it happens many times that there are more men loſt in a minute, by entring, than in long fight boord and boord; and therefore being ſo dangerous, it is fit, that mee ſhould be well adviſed firſt, though many times if a ſhip be not well provided of cloſe fights, it is the ſpeedieſt and ſafeſt way of taking them.

Entring-

Entring-ladder. Of this there are two, the one, which is uſed by the ſhips ſides, in Harbour, and fair weather, with entring-ropes to it: this is all made of wood, the other made of ropes, with ſmall ſtaves for ſteps, which is hung over the gallery, for entring out of the Boat in foul weather, when by reaſon of the ſhips heaving and ſetting, they dare not bring the Boat to the ſhip-ſide, for fear of ſtaving.

Entring-rope. Is the rope which hangs by the ſide of the ſhip, in the waſte, where men do uſually come a-boord the ſhip out of a boat, but it is taken generally for any rope which is given a man to enter by.

Eyes. The hole wherein the ring of the Anchor is put, is called the Eye of the Anchor, alſo the compaſs, or ring which is left of the ſtrap whereunto a block is ſeaſed, is called the Eye of the ſtrap.

Eyelet-holes. Are thoſe round holes alongſt the bottom of thoſe ſails, unto which do belong Bonnets, and Bonnets have the ſame for the Drablers, they have a little line ſowen about them, to make them ſtrong; and ſerve for no other uſe but to receive into them the Latches of the Bonnets, or Drablers, with which the Bonnet is laſed to the Cowrſe, and the Drabler to the Bonnet.

F.

Faddoms. A Faddom is ſix foot, which though every one know, is ſet down to give notice that we meaſure the length of all our ropes, by Faddoms and not by any other meaſure, as we do the compaſs of the ropes by Inches, for we ſay a Cabel or Hawſier is ſo many faddom long, or ſo many inches about, alſo we reckon in ſounding by Faddoms.

A Fack. Is one circle of any rope, a cabel that is queiled up round, and ſo when they veer out a cabel, they many times ask, to know how much is left behind within-boord, how many Facks are left.

Fall-off. When a ſhip (under ſail) doth not keep ſo near the wind, as we appoint, we ſay that the ſhip falls off: This happens many times by negligence of the ſteers-man, but many times the fault is in the ſhip, which happens, either becauſe ſhe may be light a-head, or that her maſts may be ſtayed too fore-ward on, for theſe two things make a ſhip-head fall from the wind.

Falls. When we mention the Falls of a ſhip (as to ſay) a ſhip hath a fall, or many falls, it is meant by the raiſing or laying ſome part of the Deck higher, or lower than other; alſo the ſmall ropes which we hall by in all tackles, is called the fall of the tackle; as to ſay, over-hale the Fall of your main-tackle, or clear the fall of your tackle (only the winding tackle hath no fall.)

To Farthel. Or farthelling a ſail, is when we wrap up a ſail cloſe together, and ſo bind it with the Caskets to the yard, but towards the yard-arm we uſe rope yarns, for the ſail is not very weighty; this manner we uſe only to the main-ſail, fore-ſail and ſprit-ſail.

Farthelling-lines. Are ſmall lines which are made faſt to all the top-ſails, top-gallant-ſails, and alſo the miſſen yard-arms, the miſſen hath but one, the other one, on either ſide; by theſe we farthel thoſe ſails, but the top-ſails have not their bunt bound-up to the yard, as the main and fore-ſails have, but is laid on the top, and ſo bound faſt to the head of the maſt; this we call ſtowing the top-ſail.

The Faſhion Pieces. Are the two timbers, which do deſcribe the bredth of the ſhip a-ſtern, and are the outwardmoſt timbers of the ſhips ſtern on either ſide, excepting aloft where the Coconter is counted.

Fender-Bolts. Vide *Bolts.*

Fenders. Are many pieces of old cabels, ropes or billets of wood, which are hung over the ſhips ſide to keep another ſhip or boat from rubbing on the ſhips ſide, that they may not break her bends, or rub off the ſtuff when ſhe is new trimmed; boats have the ſame to ſave them from much beating againſt the ſhips ſide; in the boat, the men have alſo little ſhort ſtaves, which they call Fenders; hence we ſay, Fend the boat, that is, ſave her from beating againſt the ſhips ſide.

Fidd. Is as it were an Iron pin, made tapering and ſharp at the lower end; which is to open the ſtrands of the ropes when we ſpliſe two ropes together; but when we ſpliſe cabels we uſe fidders of wood, in the ſame form and nature but much bigger, which if they were made of Iron, would be too heavy to work withall; the pin in the heel of the top-maſt which bears it upon the Cheſ-trees, is a fidd.

Fidd hammer. Is a fidd made ſharp at one end, to ſpliſe a rope, and a Hammer at the other end with a head and a claw, to drive or draw a Nail.

Fightts.

Fightts. The maſt-clothes which hang round about the ſhip to hinder men from being ſeen in fight, are called the fightts; alſo any bulkhead, afore or abaft, out of which they may uſe Murderers, or ſmall ſhot; or generally any place wherein men may cover themſelves, and yet uſe their Arms, are called cloſe fightts.

Fire-works. Are any kind of artificial receipts, applyed to any kind of Weapon, Engine or Inſtrument, whereby we uſe to ſet-on-fire the Hulls, Sails, or Maſts of a Ship in fight, whereof there are many ſorts, but the moſt commonly uſed at ſea are theſe, fire-pots, fire-balls fire-peeks, Trunks, Braſs-balls, Arrows with fire-works, and the like; to ſay all that might concerning theſe, will require too long a diſcourſe for this that I here pretend.

A Fiſh. Is any piece of timber or plank which we make faſt, either to Maſt or Yard, to ſuccour and ſtrengthen it, when it is in danger to break, then we command the Carpenter to fiſh the Maſt or Yard, which is done, firſt hollowing it fit for the place, and then nailing it with ſpeaks, and woulding it about with ropes. (This fiſh is very dry meat.)

The Fiſh-block. The block, is the block that belongs to the fiſh, and is called the fiſh-block.

The Fiſh-hook. Is the hook belonging to the Fiſh, and is called the Fiſh hook.

The Fiſh. Is a Tackle hung at the end of the Davie, by the ſtrap of the block, in which block there is a runner with a hook at the end, which doth hitch the flook of the Anchor, and ſo they hale by the fall that belongs to it, and ſo raiſe the flook to the bow, or chainwale of the ſhip.

Flaggs. Theſe are not only uſed at ſea for diſtinctions of Nations, or Officers of Fleets (as that the Admiral ſhould have his in the Main-top, the Vice-Admiral in the fore, and the Rear Admiral in the Miſſen top,) but alſo for diſtinctions and ſigns what ſhips muſt do according as they have directions from the chief Commander, as to chaſe, to give over, to come to counſel, or the like; At ſea, to lower or ſtrike ones Flag in fight is a token of yielding, but otherwiſe of great obedience and reſpect: And to be made to take it in perforce, the greateſt diſgrace that can be; when they would have the flag out, they ſay, heave out the Flag, that is, to wrap it cloſe about the ſtaff;

To ſtrike the Flag, is to pull it down upon the Cap, and ſo let it hang over looſe.

Flaire. When a ſhip is a little howled in near the water, and above that the work doth hang over again, and is laid out broader aloft, they ſay, that the work doth Flaire over; this makes a ſhip more room within boord for a Man of War, but is not ſo ſightly, nor by the moſt common opinion held to be holſome for a ſhip; yet I have ſeen the experience, and am of opinion, that it can wrong a ſhip but little, if her bearing be laid high enough.

Floane. When any of the ſheats be not haled home to the blocks, then they ſay that the ſheat is floan; but when they ſay, let flie the ſheat, that is to let it go amain, or as far as it will: this is moſt commonly uſed in great Guſts, for fear of ſpending the top-maſts, or over-ſetting the ſhip; for the ſheats being floan, doth hold no wind: I have ſeen in an extraordinary guſt, that when the ſhip hath been down on the quich ſide in the water, we have to make her right again let fly the ſheat, but the guſt hath fluttered all the ſail to pieces, leaving not any jot, or but ſome raggs in the bolt-ropes.

Flood. It is flood when the water begins to riſe, young-flood, quarter-flood, half-flood, are all terms commonly known.

The Flook. This is the broad part of the Anchor, which takes hold in the ground; as alſo thoſe of the Crapnels, which have four flooks.

Flote. We ſay, any thing doth flote that ſwims above water, not touching ground, as the ſhip is aflote, that is, when it is born up cleer from the ground by the riſing of the water; a floaty-ſhip, is a ſhip which draws but little water.

Flow. When the water doth riſe or heighten, we ſay it doth flow: But note, that ever in all places (Seas or Rivers) where it flows, it flows by the ſhore, before it flows in the offing or middle of the ſtream, and ſo it doth ebbe by the ſhore, before it doth in the ſtream: the reaſon is, for that the water is of the moſt force and weight where it is deepeſt, and ſo is hardlier returned, being once bent away: When we ſay it flows at *London-Bridge* South-weſt, or at any other place South or Weſt, or as it happens: by this is meant, that when the Moon is at the full, or elſe new Moon, then upon that day, the Sun being in the South-weſt point, which is three of the clock in the after-noon, it is high water at *London-Bridge*.

The Floor. The floor of a ſhip, is ſo much of the bottom of her, as ſhe doth reſt upon when ſhe is a-ground, and therefore thoſe which have long and broad floors, lie faſt and ſafeſt with the ground, and the others are crank and dangerous, both to wring themſelves, and to overthrow.

Fluſh. When a Deck is laid from Stem to Stern without any falls or riſings, we ſay her Deck lies fluſh, fore and aft; and this word is not uſed in any other ſenſe.

The Fly. Is that part of the Compaſs whereon the 32. points of the winds are deſcribed; to which underneath is the Needle made faſt.

To Free. When a ſhip hath much water in her, we ſay, the Pump will free her, or will not free her; Or when we bale out the water, that is called freeing the ſhip: Alſo when the Boat hath water in her, we command them to free the Boat; ſo that this word (Free) is not uſed in any other reſpect about a ſhip, but to get out the water, nor there is not any other word uſed ſo properly, for the getting-out of the water of ſhip, or boat, as this.

Freſh-ſhoot. When any extraordinary land water comes down a River ſuddenly, or elſe when any great River comes into a Sea, ſo as that the water is freſh a mile or two (as in many places it is) we ſay it is a great freſh ſhoot.

The Fore-foot. There is no ſuch place of a ſhip which is termed her fore-foot; but it is a word uſed in this kind, when two ſhips ſail, ſo that one doth lie with her ſtem ſo much a-weather the other, that keeping their courſes, that ſhip which doth ſo lie, will go out a-head with the other, then we ſay, that ſhe doth ſo lie with the fore-foot of the other, as ſhe ſtands or comes with her fore-foot; but being once ſo paſt out before her a-head, and by her, we do not ſay ſhe is paſt by her fore-foot, but thus, ſhe is gone out a-head, ſo that this word fore-foot, implies no more, but one ſhips lying or ſailing a-croſs another ſhips way.

Fore-locks. Are little flat pieces of Iron, made like wedges, which are put into the holes at the ends of bolts, to keep the bolts from drawing out or ſlipping back all theſe keep down and faſt the cap ſquares of the Carriages.

Fore-maſt. Vide *Maſt.*

A Former. Is a piece of wood, turned round, ſomewhat leſs than

the bore of the Piece for which it is made; as a Saker Former, a Minion Former, *&c.* The use whereof, is to make upon it paper Carthrages, or Linnen Carthrages.

Fore-Reach. When two ships sail together, or after one another, she which sails best (that is fastest) doth Fore-reach upon the other. If two ships sail both one way by a wind, one may keep the better wind, the other may fore-reach, then he that doth fore-reach, if he would speak with the other, as suppose he be a Man of War, the other a Merchant, he must cast about when he is so far fore-reached upon her, that he may lie with her fore-foot.

Fore-Sail. Vide *Sail.*

Fore-Top-Mast. Vide *Top-Mast.*

Fore-Yard. Vide *Yard.*

Foule. When a ship hath been long untrimmed, so that grass, or any filth be grown or got about her, she is foul: Also when any rope which we should hale, is hindred by another, or tangled in it self (as Top-sail, Halliards, Tackle, Falls and the like may be) or any thing else so that it cannot run, we say the rope is foule: as the Sheats are foul of the Ordnance, the Halliards, Clew-lines, or the like, are foul, and so must be cleered before they can be made to run.

Foul-water. When a ship (under sail) comes into shallow water, so that she raises the mud or sand with her way, (which she may do, though she do not touch the ground, but come very neer it) we say she makes foul-water. Note that a ship in Showle-water, when she sails with her Keel neer the ground, cannot feel her Helm, as well as in deep-water: The reason is, for that neer the ground, the water hath not that weight and force as it hath when it is deep: and also by reason of an Eddy, which is made betwixt the ground and the bottom of the ship, being so neer together, the water cannot come so swift to the Rudder, as it doth in deeper waters. And note also, that the swifter the water comes to the Rudder, the better the ship doth steer, or feel her Helm.

Founder. When a ship by any extraordinary leak, or else by any great sea that hath broken into her, is half full, or full of water, so that we cannot free the water forth, we say, she is foundred. The word is significant, for just as a foundred Horse cannot go, so a ship which is full, or neer full of water, will not feel her Helm, that it will neither

ther veere nor steer, but drive away with the sea, just like a log of wood.

Furr, or *Furr'd*. There are two kinds of furring, the one is after a ship is built, to lay on another plank upon the side of her (which is called plank upon plank,) The other, which is more eminent, and more properly furring, is to rip off the first planks, and to put other timbers upon the first, and so to put on the planks upon these timbers: The occasion of it is, to make a ship bear a better sail, for when a ship is too narrow, and the bearing either not laid out enough, or too low, then they must make her broader, and lay her bearing higher; They commonly Furr some two or three strakes under water, and as much above, according as the ship requires, more or less: I think in all the world, there are not so many ships Furr'd, as are in *England*: and it is pity that there is no order taken, either for the punishing of those who build such ships; or the preventing of it; for it is an infinite loss to the owners, and an utter spoiling and disgrace to all ships that are so handled.

Futtocks. This word is commonly pronounced, but I think more properly it should be called Foot-hooks; for the Futtocks are those compassing timbers, which give the bredth and bearing to the ship, which are scarfed to the ground-timbers: And because no timbers that compass can be found long enough, to go up through all the side of the ship, these compassing-timbers are scarfed one into the other, and those next the Keel, are called the lower ground Futtocks, the other are called the upper Futtocks.

G.

Age. We are to Gage our Cask, that we may see how great it is, or how much is leaked out, which we do, by putting down a stick at the Boong, and that by the wetness, will shew how much liquor is in it; Also, when we would know how much water a ship draws when she is a-float, we stick a nail into a pike or pole, and so put it down by the Rudder, till this nail catch hold under the Rudder, and this we call gageing a ship: Note that we cannot exactly by this, tell how much she draws, for we must allow for the

Rake

Rake of the ſhip aft-ward on: for the Hole doth not go down in a Perpendicular Line, and ſo many foot as ſhe draws, is called the ſhips gage, when one ſhip is to-weather of another, ſhe hath, as they term it, the Weather-gage, but they never uſe to ſay, the Lee-gage.

Gale. When the wind doth not blow too hard, but reaſonably, ſo that a ſhip may bear her top-ſails, a-tripp we call it (according to the ſtrength of it) either an eaſie, or loom gale, which is, when it is little wind; a freſh, ſtiff ſtrong gale, when it is much wind: Sometimes at ſea, two ſhips being not far aſunder, if it be fair, ſmooth, gentle weather, and but little wind, one ſhip will have more wind than the other, and ſometimes the one be flat, be calmed, the other have a little breath of wind, then they ſay, the ſhip which hath the wind, doth gale away from the other.

The Garboord. Is the firſt plank, that is brought on the out-ſide of the ſhip, next to the Keel.

Garboord-ſtrake. Is the firſt ſtrake, or (as you may ſay) the firſt ſeam next to the Keel: Here is the moſt dangerous place in all the ſhip to ſpring a leak; for it is almoſt impoſſible to come to it within-boord.

The Garnett. Is a tackle, wherewith we hoyſe in all Casks and Goods, if they be not too heavy, as great Ordnance, *&c.* It hath a pendant comes from the head of the main-maſt, with a block which is ſtrongly ſeaſed to the main-ſtay, juſt over the Hatch-way where we uſed to take in our goods and howld. In this block they do reel the runner, which hath a hook at one end, within which we hitch the ſlings, and at the other, a double block, in which we reeve the fall of the runner, and ſo by that we hale, and hoyſe in the Goods; when it is not uſed, it is made faſt along by the ſtay, at the bottom of the ſtay.

A Girding. Vide *Truſſes.*

Girt. When the Cabel is ſo raught, that upon the turning of the tyde, the ſhip cannot go over it with her ſtern-poſt; then ſhe will lie a-croſs the tye, and then we ſay, ſhe is Girt; which will inſtantly be under, if the cabel be veered out ſlack.

Goaring. A ſail, is cut goaring, when it comes ſloaping by degrees, and is broader at the clew than at the earing, all top-ſails, and top-gallant ſails are ſo.

Gooſe-wing. When we are a going before a wind, or quarter winds with a fair freſh gale, we many times (to make more haſt) unparrallel the Miſſon-yard, and ſo launch-out the yard and ſail over the quarter, on the Lee-ſide, and ſo fitting Guyes at the farther end, to keep the yard ſteddy with a Boome: we boome out the Sheat of the miſſon-ſail, this doth help to give the ſhip ſome way, which otherwiſe the miſſon-ſail will not, eſpecially before a wind; this ſail ſo fitted, is called a Gooſe-wing.

Grapnells. Are in the nature of an Anchor, being uſed for Galleys, or Boats to ride by, only they differ in form: for Grapnels have four flooks, and never a ſtock, for it needs none, being that which way ſoever it fall, two of the flooks do ever hold by the ground: In Men of War, we uſe them that are light to fling into a ſhip, to catch hold on ſome of the Grateings, Railes, Gun-wales, or the like, and ſo having a chain made faſt unto it, we laſh faſt the ſhips together. There are alſo ſmall Grapnels, with three hooks, but not broad like flooks, with which we uſe to ſweep for Hawſers or ſmall Cabels.

Gratings. Are ſmall edges laid over one croſs another like a Portculliſle or a priſon gate; thoſe which are called the gratings, are betwixt the main and fore-maſts which do ſerve for a cloſe fight, and alſo for the ſuccour of men, either in hot, or foul weather with a Tarpawling upon them: There are alſo in many places of the ſhip gratings made for the air and light, but chiefly over the Ordnance, for the vent of the ſmoke of the powder, which comes out of the touch-hole in fight.

To Grave. Graveing a ſhip, is bringing her to lie dry aground, and then to burn off the old filth and ſtuff, with reed, broom, or the like, and ſo to lay on new: Some uſe only tallow, but that will quickly grow foul, others tallow and ſoap (which will alſo quickly grow foul;) The moſt common and beſt, is with Train-oyl, Roſen and Brimſtone boyled together, for this will laſt longeſt clean: The laying on of the ſtuff, is called Paying the ſhip.

A Gripe. The Gripe of the Ship, is the compaſs and ſharpneſs of the Stem under water, eſpecially toward the lower part: The uſe whereof, is to make a Ship keep a good wind; And therefore ſometimes when a ſhip will not keep a wind well, they put on another falſe Stem to the true Stem, to make her Gripe more.

To Gripe. We ſay a Ship doth Gripe, when ſhe is apt (contrary to the Helm,) to run her head or noſe to the wind more than ſhe ſhould: There are commonly two cauſes of this, the one, when a Ship may be too deep a-head, that her head is not apt, by reaſon of the weight which preſſes her down, to fall away from the wind; the other may be the ſtaying of the Maſt; for if ſhe be a ſhort ſhip, and draw much water, if her Maſts be ſtayed too much aftward-on, it will cauſe her head ſtill to run into the wind; The *Flemmings* being generally long floaty Ships, do ſtay all their Maſts afterward-on very much, elſe their Ships would never keep a wind, for it is apparent to ſenſe, that all ſails from the Main-maſt aftward-on the farther aft they ſtand, the more they keep the Ship to the wind: as the head-ſails, the more forward on they ſtand, the more power they have to flat the Ship about from the wind.

Grommets. Are little rings, which are made faſt to the upper-ſide of the yard, with ſtaples, which are driven into the yard; which have no other uſe but to tie and make faſt the Caskets into them.

Ground and *grounding.* When a Ship is brought of purpoſe to be trimmed on the ground, or otherwiſe, that is called grounding the ſhip: There are three manners of laying a ſhip a-ground, that is, either laying her head upwards towards the bank and her ſtern towards the off-wards, and is turned, laying her Pitch-long-to, this is uſed to Ships that are crank with the ground; for this way, they take the beſt advantage for the Ship to bear her ſelf: The ſecond is, to lay her all alongſt the ſhore, and to heel her to the ſhore-ward; this is uſed to Ships which have reaſonable good floats, and will bear themſelves ſufficiently well: The third, is laying her alongſt the ſhore, heeling her to the off-ward; this we uſe to Ships which have great broad Floarers (as *Flemmings* which have ſtanding ſtrakes;) the reaſon is, for that otherwiſe we ſhould hardly come to her Keele: Some ſea-faring-men, are very ſuperſtitious of going to ſea at certain days, and commonly thoſe hold it good to begin the voyage on Sundays; and therefore to ſeem to have begun the voyage that day (though they be not ready to go) they will weigh, or as the term is, tripp the Anchor and go a little way, and ſo come to the Anchor again, this they call breaking ground.

Ground timbers. Are thoſe timbers which are faſt laid over the Keel, and ſo bolted through the Keelſon into the Keel, and are thoſe which

which make the floar of the Ship, and are therefore called ground-timbers, because the Ship doth reſt upon theſe when ſhe lyes a-ground.

Gudgins. Are thoſe Irons which are made faſt to the Stern-poſt, into which the Pintels of the Rudders are hanged.

To Gull. When the Pin of a Block, doth eat or wear into the Sheever, it is called Gulling: Alſo when a Yard doth rubb againſt the Maſt, we ſay, it will Gull the Maſt; and therefore, to avoid that, we put a Plat made of Synnet, to the middle of the yard, to keep it from gulling the Maſt.

The Gun-wale. That piece of timber, which reaches on either ſide the Ship, from the half-Deck to the fore-Caſtle (being the uppermoſt bend as it were, which finiſhes the upper walls of the Hull there, and wherein they put the Stanſhions which ſupport the waſt-trees) is called the Gun-wale, whether there be any Guns there or not: alſo the lower part of any Port where any Ordnance doth lie, is called the Gun-wale.

A Guy. Is any rope which is uſed to keep a piece of Ordnance, or any thing elſe, the Boat or the like, which is hoyſed into the Ship from ſwinging into the ſhip too faſt, when it is over the Gun-wale, to be hoyſed in, then by this rope we do eaſe it in greatly; and it is commonly made faſt to the Stanſhions of the waſt trees, and that is called a Guy; which word, I think, comes from Guide, for this doth guide it in. Alſo there is a rope which is faſtned to the fore-maſt at one end, and is reeved thorough a ſingle block, which is ſeaſed to the Pendant of the winding tackle, and ſo reeved again thorough another, which is ſeaſed to the fore-maſt, ſomewhat lower than the firſt part, and this is to hale forward the Pendant of the winding Tackle, and this rope is called Guy.

H.

To Hale, or over-hale. That which others commonly call pulling a rope, the ſea-faring-men call ever haling (as hale taught the Bowlings; or hale in a rope that hangs without boord, the like in any kind,) To over-hale, is when a rope is haled too ſtiff, or taught; then to hale it the contrary way that it was haled before, and ſo to make it ſlacker.

To Hall, or *Halling*. Halling of a Ship, is calling to her to know whence ſhe is, or whither ſhe is bound, or any other occaſion, which is done commonly in theſe words, O the Ship, or (at Sea,) no more but Hoâ, and the other then anſwers Hâe: Theſe words are common to all Chriſtian ſea-men, to hall each other in: Alſo ſometimes we ſeem to call to them, or ſalute them with whiſtles or trumpets, and this is called Halling with trumpets, or whiſtles.

Halliards. Are the ropes by which we hoyſe all the yards, only the croſs-Jack, nor the ſprit-ſail-yard have none, becauſe they are ever ſlung: yet in ſmall-craft, they have Halliards to the ſprit-ſayl-yard.

Hand, or *Handing*. When they would deliver away any thing, to be paſſed to another, or to have it brought to them, they ſay, hand this away, or hand me that, or hand it along; ſo when they want men to hoyſe, or do any labour, they uſe to call for more hands, not more men.

A Hands peeke. Is but a wooden leaver, (which is uſed inſtead of a Croa of Iron) to traverſe the Ordnance; but moſt eſpecially to the wind laſs in the boat, or Ships which have been wind laſſes, to heave up the Anchor by.

The Harpings. The Harpings of a Ship, is the bredth of her at the bow: Alſo ſome call the ends of the bends, which are faſtned into the Stem, the Harpings.

Hatches. Are thoſe looſe parts, and as it were, dores of the Deck which are in the mid-ſhip before the main-maſt that we open to let down things in Hould, having at each corner a ſheackle of Iron, to lift them by.

Hatch-way. By the Hatch-way, Is meant the place Perpendicular, over the Hatches: when they ſay, lay a thing in the Hatch-way, that is, on the Hatches.

The Hawſes. Are thoſe great round-holes, before, under the head, out of which the Cabels do come, when the Ship is at an Anchor: A bold Hawſe, Is when they lie high from the water, and this is beſt, for when they lie low, if there be great ſea, the Hawſe will ſtill be in the water, and take in much water into the Ship: Freſh the Hawſe, that is when we ſuſpect that the Cabel is fretted or chafed, or is like, as many times it will, to burn in the Hawſe (for there the Cabel endures the greateſt ſtreſs) then we veer out a little, to let another part of the Cabel endure the ſtreſs: Alſo, when we lay new Platts

upon

upon the Cabel; In the Hawſe, it is called freſhing the Hawſe: Cleer the Hawſe, that is, when two Cabels, which come out at two Hawſes, and by the winding of the Ship, have ſome turns one about the other, then undoing theſe turns, is cleering the Hawſe; which is neceſſary to be done, for elſe the Cabels will gall one another very much: Any ſhip, or thing that is croſs afore the Hawſe, or lyes athwart the Hawſe; or when one Ship rides with her ſterne juſt afore the others Hawſe, they ſay, ſhe rides upon the Hawſe.

A Hawſer. Is a three-ſtrand-rope, and may be called a little Cabel, for that which is one Ships Hawſer, will be another Ships Cabel: Theſe do ſerve for many uſes, as to warp the Ship over a bar: the main and fore-ſhrowdes, are made of Hawſers; only note the difference of the making or laying, is the cauſe of the difference of the names, which to know, *Vide* Ropes.

The Head. Vide *Beake Head.* Yet ſometimes it is not exactly taken only for the Beake-head; for ſometimes they ſay, a-head that is, about the fore-maſt, taking as it were, all the forepart of the Ship, for the head.

Head-lines. Are the ropes of all ſails, which are uppermoſt next the yard, by which the ſail is made faſt unto the yards.

Head-ſails. Are ſails belonging to the fore-maſt, ſprit-ſail, and ſprit-ſail top-maſt; for theſe are the ſails which govern the head of the Ship, to make it fall off, and to keep out of the wind; theſe head-ſails (quarter winds) are the chief drawing ſails.

Head-ſea. When it hath been a great ſtorm, the wind (it may be) will ſuddenly alter 6 points and more, but the ſea will go the ſame way it did, for ſome hours, then if our courſe lie to go right againſt this ſea (as we may, the wind being altred) we ſhall meet this ſea right a-head, and ſo we call it a head-ſea: Sometimes alſo when it hath but a little wind, there will be a ſea, which will come contrary to the wind, but then not long after, the wind will come that way, and doth ſhew that on that point of the Compaſs, when as that ſea comes, there hath been much wind. Note, that generally, before any great ſtorm the ſea will come that way before any wind, which ſhews that the ſea out-runs the wind; the reaſon I take to be, for that the ſea being a continuate-body, one part being moved, the wind doth quickly infuſe motion to the reſt, as we ſee by the circles which a ſtone doth make, when it is tarown into the water. Note, in head-ſeas, all

ſhort Ships are bad Sailers, for they beat much againſt the ſea, but long Ships do go more eaſily, for they will ride upon two waves at once, and fall more gently into the ſea.

To Heave. As we commonly uſe the word, fling away, ſo ſeamen they uſe the word, heave away; for if it be but a rope, yard, or Ship, they will ſay, heave it a-way: Heave over-boord, that rope, yard, or the like; alſo the turning about of the Capſtain, is called heaving at the Capſtain; alſo when a Ship at Anchor doth riſe, and fall with the waves, they ſay, ſhe heaves and ſets.

The Heel. The Heel of the Main-maſt, fore-maſt, or Miſſen, is nothing but that part, which is pared away a little, ſlaunting on the aftward-ſide of the foot of the maſt, like a heel, to give the Maſt leave to be ſtayed aftward-on; as the *Flemmings* do eſpecially; But the heels of the top-maſts are ſquares, and in that they put the fid of the top-maſt.

To Heel. Is for the Ship to lie down on a ſide, whether ſhe be afloat or a-ground, and ſo ſhe heels much or little: She heels to Starboord, or to Port: Some ſuperſtitious Sea-men, when they take in goods, or victuals for a voyage, if by chance in ſtowing the proviſion ſhe heel to ſtar-boord, will ſay, it is a ſign of a long and bad voyage, for then they will ſay, ſhe heels from hand-ward, becauſe they take in all their goods on the Lar-boord ſide; but if ſhe heel to Lar-boord, it is a ſign of a good voyage, and ſome goods to come in: When ſhe is a ground, we ſay ſhe heels to the ſhore-ward, or to the offward, according as it is.

The Helme. Is that peece of timber, which the Helmes-man doth hold in his hand to ſteer and govern the Rudder, and one end is made faſt to the head of the Rudder, but ſo as that it may may be taken off: Though the Rudder be the cauſe of the Ships working, yet the helm is the inſtrument which governs the Rudder, and therefore we impute it all to the Helm; as when we ſay, the Ship feels the helm, or doth not feel the helm, that is, will work, and be governed by the helm, or not; for if a Ship be very foul, or out of her trym, or too deep, or too light, many times ſhe will not feel the helm, but ſail as if ſhe had none. Port the Helm: Star-boord the Helm: A mid-ſhip, or right the Helm, terms of conding, to direct which way the Steers-man ſhould put the Helm: In ſmaller Ships under the rate of 500 Tun, they uſe to put a whip to the other

end

end of the Helm, and ſo ſteer and govern the Helm by that.

To Hitch. Is to catch hold of any thing with a rope, to hold it faſt, or with a hook; and we ſay, Hitch the fiſh-hook to the flook of the Anchor: When we hoyſe in the boat, Hitch the Tackles in the rings of the boat, or the garnet, the ſlings, that is, catching hold of it by the hook, to hoyſe in the goods.

To Hold off. Is when we heave the Cabel at the Capſtain, if the Cabel be very ſtiff and great, or elſe have lain in a ſlimy ozy-ground, it ſurges, and ſlips back, unleſs that part, which is heaved in, be ſtill haled away, hard from the Capſtain, to keep the Cabel cloſe, and hard to the Capſtain whelps, if it be a ſmall Cabel, men may do it in their hands: but if great, then either they hold off with Nippers, or elſe (as in all great ſhips) they do bring it to the jeer-capſtain, and this is called, Holding-off.

Hony-Comb'd. When a piece of Iron Ordnance (either by being Ill-caſt, or with over much wearing) is rugged, and hath little holes in the concave of the Piece, ſhe is ſaid to be Hony-comb'd. This is very dangerous for a croſs-bar-ſhot to catch in, or any ragged ſhot, as alſo that ſome rag of the Carthage, or piece of the wad may ſtick in it, and ſo fire the powder, that ſhall inſtantly be put in; to try whether a Piece be Hony-comb'd, we put in a Nail, or crooked piece of wire at the end of a ſtaff, and ſo where that catches we know ſhe is Hony-comb'd; or elſe light a candle on the end of a ſtaff, and that will ſhew all the imperfections of the Piece.

The Hooks. The Hooks of the Ship, are all thoſe forked timbers which are placed upright on the Keel, both in the Rake, and Run of the Ship: Theſe do give the Narrowing and Bredthing of the Ship in thoſe parts, according as they are framed, and they are bolted into the Keel; The compaſſing timbers which are before, and do help to ſtrengthen the Stem and fore-part of the Ship, are called breaſt-hooks.

A Horſe. Is a rope which is made faſt to one of the fore-maſt ſhrowdes, with a dead-man-eye at the end of it, through which is reeved the pendant of the ſprit-ſail-ſheats, and is for no other uſe, but to keep the ſprit-ſail-ſheats clear off the flooks of the Anchor: Alſo when a man heaves the head of the ſhrowdes, there is a rope made faſt to the ſhrowdes for him to lean againſt for falling into the ſea; Alſo they uſe a rope to ſet taught the ſhrowdes, with

with wale-knots, one end made fast to the shrowds, to the other, the Lanniers are brought, and so with a hand-speek turning it, they set taught the Halliards, this is called a Horse: Also those little short ropes, which are seased to the middle of the top-mast, and top-gallant-stages, with a block, wherein are reeved the top sail and top-gallant bowlings, are called Horses.

The Howld. All the room betwixt the Keilson, and the first, or lower-decks, is called the Howld; and it is where all our victuals, goods, and stores do lie; yet it is divided into several rooms with bulk-heads, as the Stewards room, the Powder room, the Boat-swaines store, and the like: Running the howld, stow the howld, cleer the howld. *Vide* the proper names.

The Hownds. Are the holes in the Checks which are fastned to the head of the Masts, wherein the tyes do run, to hoyse the yard; The top-masts have but one hole aloft in the head of the mast, because they have but single ties, and this is also called the Hownds.

Howlsom. We say a ship is a Howlsom Ship in the Sea when she will hull, try and ride well at an Anchor, without rowling or tumbling and labouring much in the sea: A long ship, which draws much water will hull well, try well, and ride well: If she draw much water and be short, she may hull well, but neither try nor ride well at an Anchor: If she draw little water, and be long, she may ride well, and trie well, but not hull well; If she be short and draw little water, she will neither hull, try, nor ride well; and therefore those are the most unhowlsome Ships. Note also that the howseing-in, or laying of the upper works of a Ship, do much ease, or wrong her in all these manner of workings; but howsoever the over-carving of her, is bad for all, and makes her more labourſome than otherwise she would be.

Howseing-in. When a ship after she is past the bredth of her bearing, is brought in narrow to her upper-works, they say that she is howsed-in: Most are of opinion, that the howseing-in of a Ship, makes her the more howlsom in the sea, because the weight of the Ordnance, and her upper-works, do not over-hang the Nail, which as they suppose would make her rowle the more, but I am sure it takes away a great deal of room for a man of War, and the Tack will never come so well a-boord, as when she is laid-out aloft: I have

have ſo much experience of both ſorts, that I am of opinion if two Ships be given *cæteris paribus*, a ſhip which is laid out a-loft, not flairing but proportionably finiſhed to her other works, ſhall be the howlſomer Ship; for that the counterpoiſe on either ſide (the whole weight not ſo much over hanging the perpendicular of the Keel) ſhall keep her more ſteddy, and make her the longer in fetching over a ſeele: The reaſon is the ſame, and will hold proportion in a Ship to the wacking of a Tun-Ambulus, who with equal weight will go much more ſure, if his weight wherewith he doth ſteddy himſelf, be at the end of the Long ſtaff, which by reaſon of the greatneſs of the circle, muſt have a long time to come over his perpendicular, then if the ſame were in a ſhorter ſtaff, or in a lump together in his hand, which once inclining either way, he hath nothing by which to ſuccour and counterpoize the weight.

To Hoyſe. When they would hale up any thing into the Ship with a Tackle, or a dead-rope, or get up a yard, they call it Hoyſeing: as hoyſe the water in, hoyſe up the yards.

The Hull. Is the very body or bulk of the Ship without Maſts, Yards, Ropes or Sayles

Hulling. Is when a Ship is at Sea, and hath taken in all her ſails, in calm weather: It is done to ſave the ſails from beating-out againſt the Maſts, but in foul weather, when they are able to bear no ſail, the manner is no more, but taking in all the ſails, and tying down the helm to the Lee-ſide of the Ship (and ſo if ſhe be a good conditioned Ship) ſhe will lye eaſily under the ſea, and thus ſhe makes her way one point afore the beam, that is, if the Wind be at Weſt, and the Ship look South, ſhe will make way Eaſt, and by South, which is one point afore the beam: the beam will bear Eaſt and Weſt. It is not yet agreed amongſt all Sea-men, whether it be better for a Ship to hull with her top-maſt up or down: the moſt received opinion is, to have her down, in reſpect that generally they ſuppoſe the weight aloft will make her ſteel the more dangerouſly in a ſtorm. But beſides (the experience which I have ſeen to the contrary) I can give this reaſon, why it is beſt in a dangerous and deſperate ſtorm, to hull with the top-maſts up: all Sea-men will confeſs, that the weather Seel is the moſt dangerous Seel, and therefore muſt grant, that that is the ſafeſt hulling which doth moſt prevent the danger of the Seel: If her top-maſts be down when ſhe Seeles to Lee ward, the leſs weight over-

head ſhe hath to hinder her from coming, and rowling back over again to wind-ward, the faſter ſhe will Seel-over, and the ſhorter: ſo that meeting the wind-ward ſea ſo ſhort, and ſuddenly, it may endanger to break in and founder her; but if the top-maſt be up, ſhe muſt needs be the longer in coming-up to wind-ward, and ſo meet the ſea with more eaſe, that it may have more leiſure to break away under her; yet it is true, ſhe will make the greater Lee-Seel, but in that there is no danger, though to an unexperienced man, there may ſeem to be.

A Hullock. Is a ſmall part of a ſail, which is looſed and left open in a great ſtorm, when we dare not have any more out, and is only uſed in the Miſſen-ſail, when we would keep the Ships head to the ſea, with a little ſail, making all up, excepting a little at the Miſſen-yard arm: or elſe when a Ship will not weather-coile, to lay her head the other way, we looſe (for that is the term) a hullock of our fore-ſail, and ſo changing the helm to the weather-ſide, the Ship will fall off, and lay her head where her ſterne lay before.

I.

The Jeer. Is a piece of a Hawſer, which is made faſt to the main-yard and fore-yards, cloſe to the ties of great Ships (for ſmall Ships do not uſe it,) and ſo is reeved through a block, which is ſeaſed cloſe to the top, and ſo comes down, and is reeved through another block at the bottom of the Maſt cloſe by the Deck: Great ſhips have one on one ſide, another on the other ſide of the ties; the uſe of this rope, is to help to hoyſe up the yard, but the chiefeſt is to ſuccour the ties, and to hold the yard from falling down if the ties ſhould break.

The Jeer-Capſtain. This hath its name from the Jeer: which is ever brought to this Capſtain to be heaved at by; It ſtands in the waſt in the hatch-way, and ſerves for many other uſes, as to heave upon the Viol, or hold off the Cabel from the main-Capſtain.

Iron-ſick. A Ship or boat is ſaid to be Iron-ſick, when the bolts, ſpeeks or nails are ſo eaten away with the ruſt or the ſalt-water, that they ſtand hollow in the planks, and ſo the Ship doth receive in water by them, and this is the reaſon why they put lead over all the bolts heads under water.

A Junck. Any piece of a Cabel that is cut off, moſt commonly any part of an old Cabel, is called a Junck; ſuch as this, they hang for fenders by the Ships ſides, or elſe untwiſt it, and make plats for Cabels, rope-yarn or ſinnet, if it be not too old and rotten; if it be old, then they made Ockham of it.

A Jury-maſt. When by occaſion of ſtorm, or fight, we have loſt either the fore-Maſt or main-Maſt, we do reſerve (if it be poſſible) the main or fore-yard; which we put down into the ſtep of the maſt, and ſo faſten it in the partners, and ſo take the Miſſen-yard, or if we have any other, which ſerves for a yard, which fitting with ſails and ropes in form of the other, we make a ſhift with a ſteer, and govern the Ship.

K.

To Keckle, or *Keckling*. We uſe this term only to the Cabel, and the Bolt-rope, when we fear the galling of the Cabel in the Hawſe or the bolt-rope againſt the quarter of the Ship, we turn a ſmall rope round about it, but in manner it differs not from ſerving of other ropes, though to theſe, this ſerving is Keckling.

A Kedger, Vide *Anchor*.

To Kedge, or *Kedging*. When in a narrow River, we would bring up or down a Ship, the wind being contrary to the tide, and we are to go with the tide, then they uſe to ſet the fore-ſail, or fore-top-ſail, and the miſſen, and ſo let her drive with the tide; the reaſon of uſing theſe ſails is to flat her about, if ſhe come too neer the ſhore: alſo they uſe a ſmall anchor in the head of the boat, with a hawſer, that comes from the Ship; which anchor they let fall in the middle of the ſtream; If the ſhip come too neer the ſhore, and ſo wind her head about by that, and ſo lift up the anchor again, when ſhe is about, from this uſe the anchor is called a Kedger, or Kedge-anchor.

The Keel. Is the firſt timber which is laid of a Ship, and is the baſes whereon all the reſt are faſtned; and ſo much is to be accounted the Keel, as doth lie in a ſtraight line at the one end whereof, is ſcarffed in the Stem, and at the other, is let in the ſtern poſt; to this are all the ground timbers and hooks fore and aft, bolted; and on them all the upper-works are raiſed: a rank Keel, is when a ſhip hath a deep

Keel, and this is good to keep a Ship from rowling; for if a floaty ſhip rowle too much, that hath but a ſhowle-Keel, we put to another Keel under the firſt, to make it deeper, for that will take ſome more hold in the water; and this we call a falſe Keel.

The Keel-Rope. Is a rope which runs alongſt the Ship upon the Keel within the Limbers of the ground-timbers, one end coming out before, the other abaft, ſome will have this of a baſs-rope, but the beſt is a hair rope for laſting: The uſe of it is to cleer the Limber-holes when they are ſtocked with ballaſt, or any thing elſe, ſo as the water which lies betwixt the timbers, cannot come to the well of the Pump.

Keel-ſon. Is the loweſt piece of timber within the Ships howld, which lies all along upon the ground timbers right over the Keel, through which are driven the bolts which do faſten the Keelſon ground-timbers and the Keel together.

A Keteh. Is a ſmall boat, ſuch as uſes to come to *Billingſgate*, with Maycril, Oyſters, *&c.*

Kevells. Are ſmall pieces of Timber, nailed to the inſide of the Ship, unto which we be-lay the ſheats and tacks.

Keenke. When a rope which ſhould run ſmooth in the block hath got a little turn, ſo as it comes double (as it were) this we call a Keenke: alſo the ſame is in a Cabel, if it run-out-doubling in like manner, which happens either by ill quiling of the Cabel, or by letting it run out too faſt; but if it be perceived, it is remedied by over ſetting the Cabel, elſe the Cabel very much in that place.

A Knavē-line. Is a rope, the one end faſtned to the Creſ-trees under the main or fore-top, and ſo comes down by the ties, to the Ram head; unto which there is ſeaſed a ſmall piece of billet (ſome two foot long) with a hole in the end of it, in which hole this line is reeved, and ſo brought to the ſhips ſide, and haled up-taught to the railes: The uſe whereof, is to keep the ties and halliards from turning about one another, which being new they would ibe, were it not for this line; but after the halliards and ties are ſtretched a while, it is taken away, and no more uſed, but on the like occaſion.

Knees. Are thoſe crooked timbers, which are ſo called in reſpect they repreſent a mans Knee bowing; theſe do bind the beams and the futtocks together, being bolted into both of them, ſome do ſtand alongſt

alongſt ſhips, and ſome right up and down; you may eaſily know them in part where they are uſed, by the form of them.

Kneetles. Are two rope yarns twiſted together in a knot at each end, to ſeaſe a rope, or block, or the like.

The Knights. There is the main-Knight, and the fore-Knight; one ſtanding aft the main, the other abaft the fore-maſt, upon the ſecond Deck, being faſt bolted to the beams: A Knight is a piece of timber wherein are four ſheevers, three for the halliards and one for the top-rope to run in, when they are hoyſed; they are commonly carved with the picture of ſome head upon them, by which they are eaſily known.

Knittlidge, Vide *Ballaſt*, for it is all one.

Knotts. There are two ſorts of Knotts, which are uſed at ſea, the one is a Bowling knot (which is ſo made, that it will not ſlip nor ſlide) with this knot the bowling bridles are made-faſt to the Creengles, but it is alſo uſed in any other ways: The other is a wale-knot, which is a round knot or knob, made with three ſtrands of a rope, ſo that it cannot ſlip. The tacks, top-ſail-ſheats and ſtoppers, have theſe wale-knots, and many other ropes.

L.

To Labour. We ſay a Ship labours in the Sea, when ſhe rowls and tumbles very much, either a Hull or under-ſail, or at an Anchor: A ſhip rowls moſt a-hull, when it hath been a grown ſtorm, and ſuddenly the wind ceaſes, but the ſeas continue ſtill, then ſhe will rowl, for want of wind: under-ſail a ſhip rowls moſt, right before a-wind, but bears moſt upon a-head ſea; ſo that ſome ſhips are moſt dangerous to put a-fore the ſea in a great ſtorm, and weak Ships dangerous to beat againſt the head-ſea at an Anchor; Ships rowl and labour moſt when they lie betwixt wind and tide, which is upon the turning of the tide, when the wind and the tide are contrary; and neither hath got power to make her ſtrain her Cabels, to ride with her head, either to the wind or tide.

Ladder. There are three uſual Ladders belonging to a Ship, the entring Ladder in the waſt; a ladder of ropes which hangs out of the

the gallery for foul-weather and at ſea, to come out of the boat, or go into it; and one at the beak-head, which is made faſt over the bolt-ſprit to get up upon the bolt-ſprit by: The *Venetians*, and moſt *Levant* Ships, and alſo *Spaniſh* Gallioons have Ladders, which go into the top, and come down abaſt the ties, for they ſeldome go up by the ſhrowds.

To Lade. Is to fill the Ship with goods or proviſion, for when the Howld is full, they ſay, ſhe hath her lading: Alſo to charge a piece of Ordnance, is to Lade the Ordnance; alſo ſome ſay, Lade the water out of the Boat.

A Ladle. Is that wherewith we put the powder into a piece of Ordnance, when we take the powder out of a Budge-barrel; we never uſe that in fight, unleſs we have ſpent all our Carterages, for they are both troubleſome, and not ſo ſpeedy, and dangerous for ſcattering of powder.

Land-fall. Is as much as the falling with the Land, as thus, If we ſay we ſhall ſee Land, ſuch a day, and that it fall out ſo juſt according to our reckoning, we ſay, we have a good Land-fall; or if we be miſtaken, then we made a bad Land-fall.

Land-locked. When we are in any Road or Harbour, ſo that the Land lies round about us, and the ſea lies not at any point open upon us, we ſay we ride Land-locked, theſe are very good Roads and Harbours; for no ſea can come in to wrong the Ship.

Land-to. By this is meant juſt ſo far off at ſea as we can ſee the Land: as when we direct one to lie off at ſea in the hight of a Cape-land-to, that is ſo neer, and ſo far off, as he may even juſt ſee and diſcern the land, and no neerer.

A Land-turn. Is the ſame off the Land, that a Breize is off the ſea, only differing that the Land-turn comes by night, and by ſea-turn, or Breize by day. *Vide* Breize.

A Langrell. Is a looſe ſhot, which goes in with a ſhackle, to be ſhortned when it is put into the Piece, and to fly out at length when it is diſcharged, with a half bullet, either of lead or Iron at the either end: This is good ſhot neer hand to uſe out of our Ordnance, to cut down Maſts, Yards, Ropes and Sails; and alſo it will do much execution among the men aloft; but it is not uſed betwixt wind and water, for it will not pierce a good Ships-ſides.

Lanieers. Are the ſmall ropes which are reeved in the dead-men-

men-eyes, of all the ſhrowds and chains: and the uſe of them is either to ſlacken, or to ſet taught the ſhrowds: alſo all the ſtays belonging to any maſts (whether they have Blocks or Dead-men-eyes belonging to them) are ſet taught by a Lannier; alſo the ſmall rope which makes faſt the ſtopper of the halliards to the halliards, is called a Lannier.

Large. When a Ship goes neither by a-wind, not before a wind, but as it were, betwixt both (that is quartering) and ſuch a wind that carries her ſo, we call a large-wind.

To Laſe, or *Laſing.* Is the proper term, for putting-to the Bonnet to the Courſe, or the Drabler to the Bonnet, as Laſe on the Bonnet: Alſo we ſay, Laſe on the Netting to the Roof-trees or the Waſt-trees.

To Laſh, or *Laſhers.* When we bind any thing up to the Ships ſides or Maſts (as Pikes, Muskets, or a Butt to the Maſt, or the like, as fiſhes and ſpare top-Maſts without-boord) we call it laſhing to, but the Laſhers chiefly are thoſe ropes, which do bind-faſt together the tackles and breechings of the great Ordnance, when they are haled within-boord: The reaſon is, becauſe the breechings cannot be haled up taught by hand, therefore this rope is brought about the breeching and tackles a little before the carriage, right under the Piece, and ſo laſhes them faſt together.

Lasking. Note that when we ſay, a Ship goes Lasking, Veering, Quarter-winds, Large and Roomer, it is in a manner all one, for then they neither go by a wind, nor before.

Latchets. Are ſmall lines, which are ſown into the Bonnets and Drabler like loops, wherewith they laſe the Bonnet to the Cowrſe, or the Drabler to the Bonnet, putting them into the Eylot-holes, and ſo laſeing them one over another.

Launch. This word is uſed inſtead of put-out, as we ſay; Launch a Ship out of a Dock, or out of the Key; Launch the boat, launch-out, or launch in the Davit; Launch out the Capſtain barrs: Alſo in an other ſenſe, when they have hoyſed-up a yard high enough, or the top-Maſt, they cry Launch-hoâ, that is, hoyſe no more: Alſo in ſtowing the howld, they will ſay, Launch aft, or launch fore-ward, when they would have a Butt or the like brought fore ward, or aft-ward on, alſo when they are pumping, if the Pump ſucks, then they cry Launch-hoâ, that is pump no more.

To Lay a Land. When we are ſailed out of ſight of a Land, ſo that we cannot ſee it, we ſay, that we have layed the line; but if it be ſo that ſome other point of Land do hinder us from ſeeing it, then we ſay, that we have ſhut in, or ſhut it into the other point.

A Leake. There is no ſhip ſo tight, but that with her labouring in the ſea, (nay though ſhe ride in Harbour) ſhe will make ſome water, but we ſay a ſhip is Leak, when ſhe makes more water than is ordinary, which is ſome hundred ſtrokes in 24. or 48. hours: The cauſes of Leaks are, either the ſtarting ſome Treevels, the opening of the Seams, the eating of the Worms, or elſe by receiving ſome ſhot under water: The ways of ſtopping are but two, either within boord, (which can hardly be, if the Leak be low amongſt the ground timbers or the hooks; but then the beſt remedy is, to drive down Tallow and Coals mingled together; raw-Beef, Oat-meal-bags or the like) if it can be come at, then it is eaſily ſtopped with Lead; if it be a ſhot, they drive-in a Plug, with ſome Canvaſs about it. The other is without-boord, when it is eaſily ſtopped (if it be not too low) by heeling the ſhip over on the other ſide, and ſo nailing Lead over it; but if it be low, then to ſtitch a Bonnet, or a Netting which is better with long rope-yarns opened, and ſo ſucking it under the Keel, to bring it againſt the Leak: the in-drought of the water will ſuck in the Ockham, and ſo ſtop her ſelf; but this will not continue long; when a Ship is Leak, the term is, ſhe hath ſprung a Leak, or ſhe makes much water.

Ledges. Are thoſe ſmall pieces of timber, which come thwart ſhips, from the Waſt-trees to the Roof-trees to bear up the Nettings: or ſo, if there be a grating over the half-Deck.

Lee. This word is many ways uſed, but generally the Lee is underſtood for that which is oppoſite to the wind: The Lee-ſhore, that is, the ſhore againſt which the wind blowes; yet to be under the Lee of the ſhore, is to be cloſe under the weather-ſhore, that is, whence the wind doth come: a-lee the helm, that is, put the helm to the Lee-ſide of the ſhip: In conding they uſe to call him at helm, to have a care of the Lee-latch, that is to look that the ſhip go not too lee-ward of her courſe; a Lee-ward ſhip, is one that is not faſt by a-wind, and doth not make her way ſo good as ſhee might: To come by the Lee, or to lay a ſhip by the Lee, is to bring her ſo that all her ſails may lie againſt the Maſts and ſhrowds flat, and the wind to come right on her broad-

broad-ſide, ſo that the ſhip will lie as it were ſtark ſtill, or if ſhe make any way, it will be with her broad-ſide right with the beam: The manner of bringing a ſhip by the Lee (if ſhe have all her ſails a-boord) is to bear up the helm, hard to wind-ward: Let riſe the ſore-tack and veer out the main-ſheat, and take in the Miſſen, or peak it up (which is called Spelling the Miſſen.)

The Lee-ſange. Is a rope which is reeved into the Creengles of the Courſes, when we would hale in the bottom of the ſail, to laſe on the Bonnet, in a ſtrong gale, they ſerve alſo to help to take in the ſail.

The Leetch. The Leetch of a ſail, is the outward ſide or skirt of the ſail, from the earing to the clew; the middle betwixt which is eſpecially to be accounted the Leetch.

Leetch-lines. Are ſmall lines which are faſtned to the Leetch of the top-ſails (for they belong to no other ſails) and are reeved into a block at the yard, cloſe by the top-ſail-ties: The uſe whereof is, when they take in the top ſails, to hale-in the Leetch of the ſail; and note, they ever hale the Lee-leetch line firſt, for then the reſt will come in with more eaſe.

Leggs. They are called the leggs of the Martnets, and are ſmall ropes, put through the Bolt-ropes of the main and fore-ſail, in the Leetch of the ſail, neer a foot of length; and ſo at either end being ſpliſed into themſelves, they have a little eye, whereinto the Martnets are made, with two hitches, and the end ſeaſed to the ſtanding-part of the Martnets.

Lett fall. Is a phraſe generally uſed for the putting-out any ſails, when the yards are aloft; but not if the main-yard and fore-yard be ſtroken down, ſo as that the ſails may be looſed before the yards be hoyſed; but moſt properly, it is uſed to the main-ſail, fore-ſail, and ſprit-ſail (for to top-ſails the more proper term is, heave-out your top-ſails) becauſe they do lie in the top; and to the Miſſen-ſail, we ſay, ſet the Miſſen, and not let it fall.

Lifts. Are ropes which belong to the yard-arms of all yards: and do only ſerve to top the yard-arms, that is, to make the ends of the yards hang higher or lower, or even, as we lift. But the top-ſail lifts, do ſerve for ſheats to the top-gallant-yards, as well as for lifts to the top-ſail-yards; the haling of them, is called topping the Lifts, as top-a ſtar-boord, or top a port, that is, hale upon the ſtar-boord, or lar-bord-lift.

Limbers, or *Limber-holes*. Are little ſquare holes, cut in the bottom of all the ground timbers and hooks next to the Keel, right over the Keel (about 3. or 4. inches ſquare) the uſe whereof, is to let the water paſs to the well of the Pump, which elſe would lie betwixt the timbers; into theſe is put the Keel-rope.

Linſ-pins. Are only uſed about the Trucks of the Carriages, to keep on the Trucks upon the Axeltree, being little Iron pins juſt the ſame that keep on Coach wheels.

Lockers. Are little boxes, or as it were, Cubboards which are made by the ſhips-ſides, to put in ſhot by the Pieces, or in any other places, are (by a common name) called Lockers, we have them to every Piece, to have the ſhot lie ready, if on the ſudden we ſhould have occaſion; but in fight the ſhot lies not there, but in a rope made like a ring, which lies flat upon the Deck; ſo that the ſhot cannot do ſo much hurt, if that another ſhot ſhould light amongſt it.

A Logg-line. Some call this a Minute-line; it is a ſmall line with a little piece of a boord at the end, with a little lead to it, to keep it edg-long in the water; the uſe of it is, that by judging how many faddom this runs out in a Minute, to give judgment how many leagues the ſhip will run in a watch, for if in a minute there run out 14 fathom of the line, then they conclude that the ſhip doth run a mile in an hour, for 60. (the number of minutes in an hour) being multiplyed by 14. (the number of fathoms) make juſt as many places as are in a mile; ſo accordingly, as in a minute there runs out more or leſs, they do by judgment allow for the ſhips way; but this is a way of no certainty, unleſs the wind and ſeas, and the courſe would continue all one; beſides the errour of turning the glaſs, and ſtopping the line both at an inſtant, ſo that it is rather to be eſteemed as a trick for a concluſion, than any ſolid way to ground upon: the manner of doing it is, one ſtands by with a minute-glaſs, whilſt another out of the gallery lets fall the logg, juſt as the logg falls into the water the other turns the glaſs, and juſt when the glaſs was even out, he crys ſtop, then he ſtops, and reckons how many fathom are run out, ſo gives he judgment.

The Loof. The Loof of the ſhip is counted that part aloft of the ſhip, which lies juſt before the Chaſt trees, as far as the Bulk-head of the Caſtel; and therefore we call thoſe pieces of Ordnance which lie there, the loof-pieces: Loof-up, a term in conding the ſhip, to have him

him keep her near the wind: Loof into a Harbour, that is, to keep close to a wind, and so go into it: Keep your Loof, that is, to keep close to the wind: to spring ones Loof, that is, when the ship is going large, to clap close by a wind.

A Loof-hook. Is a Tackle, with two hooks; one to hitch into a Creengle of the main and fore sail, which Creengle is in the bolt-rope of the Leetch of the sail nor far above the clew, and the other to hitch into a strap which is spliced into the Ches-tree, and so to bowse down the sail; the use whereof, is to succour the Tackle in a great gale, that all the force and stress may not bear upon the tack, and also it is used when we would ease the tack surer or the like.

A Loom gale. Vide *Gale.*

To Loom. The Looming of a ship is (as you would say) the very perspective of a ship; for the word is used in this sense, a ship looms a great sail; that is, she seems to be a great ship: she looms but small, that is, shews, or seems to be but a little ship.

A Lust. When a ship heels a little to Star-board or port, we say, she hath a Lust that way, though this happen by stowing her howld unequally: but most properly, a ship is said to have a Lust to one side or other, when out of her own mold or making, she hath a kind of inclination to one side more then to the other; or it may be by the unequal weight of timbers; for it is a very hard matter, to carry a ships works so even, but that there shall be some small difference; I have seen the experience in many ships, that being equally ballasted, they would carry a greater sail, stop less, and go better upon one tack than upon the other.

Lie under the sea. When in a storm we are a-hull, and make fast the Helm a-lee, so as the sea doth break upon the bow and broad-side of the ship we say she lies, or is laid under the sea.

M.

To Man. We say a Ship is well Man'd, when she hath men enough to use her Ordnance, trim her sails, and ply a convenient number of small shot, besides the Surgeons, Carpenters, and some to hand a long powder, and other Men that are necessary, but not fighters; I mean so as that men being appointed to their charge shall

only intend that, though it be true that a man may ſtep from a Gun to a rope, or from a rope to uſe a ſmall ſhot, and the like, and therefore it may be thought there ſhould not need ſo many; yet I would have thoſe things done, as works of Supererogation, not as being forced to them, for if neceſſity then require, whilſt the ſails are a trimming, the Ordnance or ſmall ſhot muſt lie ſtill: What inconvenience the want of ſufficient manning is, in a Man of War, they can beſt tell, who have been beſt experienced in that labourſome fight a ſea, which many times doth not only laſt for a day, but two or three: for mine own part, though I might well be aſhamed not to know, and dare to do as much with a few men, as any other, yet to ſpeak my conſcience, and tell my mind clearly, were I worthy to command the Kings ſhips in any ſervice, I would rather have twenty men too many, than ten too few: A Merchant-man is counted well manned when he hath double ſo many men, as would elſe barely ſail his ſhip, yet commonly they looſe their ſhips rather for want of men, then deſire to ſave themſelves; for though for a while, he may defend himſelf, yet the Man of War will be ſure of him, if he can have ſea room, and time enough; When they would have men to go heave at the Capſtain, they ſay, man the Capſtain; alſo when ſhips meet, and deſire to ſhew all their men, they are commanded to come all up a-loft, and this they call manning the ſhip. So when men are commanded to go up into the top, to take in the Top ſails, they ſay, man the top well (that is) a ſufficient number of men to go into the top, to take in the ſail; alſo man the Boat.

Man of War. I do not mean to deſcribe what a Captain or man is, who is a man of War, but a Ship of War (which is called a Man of War among Sea-men) making uſe of the figure *Metonimia*, (*continens pro contento*) Theſe qualities, commodities and conditions, I require in a ſhip, which I would ſay ſhould be a right brave man of War: firſt, ſhe muſt ſail well; ſecondly, be roomy betwixt the Decks; thirdly, fluſh without any falls, (for hindering men to paſs too and fro at eaſe,) ſhe muſt bear out her lower tire all reaſonable fitting weather (which if ſhe do, the lower ſhe carries them the better) her chaſe and bow muſt be well contrived, to ſhoot as many Pieces right fore-ward, and bowing, as may be (for thoſe parts come to be moſt uſed in fight) the Ordnance not to lie right over one another, but ſo, as that upon the leaſt yaw of the helm, one

Piece

Piece or other may ever come to bear: And laſtly, ſhe muſt bear a ſtout-ſail, ſuch a ſhip well manned, with men convenient to ply their Ordnance, handle the ſails, and uſe ſome ſmall ſhot, were worthy to be called a Man of War; That ſhip which wants any of theſe, is like a Soul'dier who ſhould want either a hand, a legg, or an arm.

The Manger. Is a place made with planks, which are faſtned upon the Deck, right under the hawſe (ſome foot and a half high) and ſometimes is made like a Triangle, meeting at the outward angle aft-ward, either abaft, or before the fore-maſt; the uſe whereof, is only to receive the water which comes in at the hawſes, when the ſhip rides an Anchor in great ſtreſſes, that the water ſhould not run aft in the Decks, and ſo in howld (as it may) Some ſhips, whoſe hawſes lie high, and that do ride eaſily in the ſea, need them not; but other have much uſe of them.

Marling. Is a ſmall line made of untwiſted hemp to be more gentle and plaint then other lines, and it is alſo tar'd, the uſe whereof is to ſeaſe the end of ropes from farſing out, alſo they uſe to ſeaſe the ſides of the ſtraps at the arſe of the blocks together with this: Alſo if a ſail be ript out of the bolt-rope, then (if they have haſt, or cold weather, ſo as they cannot ſew it in) they take Marling, and with that (put through the eylot-holes) they make faſt the ſail to the bolt-rope; this is called marling the ſail.

Marling-ſpeek. Is a ſmall ſpeek of Iron, made of purpoſe for the ſpliſing together of ſmall ropes, and alſo to open the bolt-ropes when they ſew in the ſail.

Martnetts. Are ſmall lines, which are faſtned to the leggs on the leetch of the ſail, and ſeem like Crow-feet, the fall being reeved through a block and the top-maſt-head, and ſo comes down by the Maſt to the Deck: The Martnets of the top-ſails are in the ſame manner, to the head of the top-gallant maſt, but their fall comes no farther than the top, where it is haled; when they are to hale theſe Martnetts, the term is, top the Martnets: the uſe of them are to bring that part of the Leetch of the ſail which is next to the yard-arm, up cloſe to the yard, when we farthel the ſail; theſe moſt commonly belong to the two courſes; yet many great ſhips have them to the top-ſails and ſprit-ſails.

Maſts. The Maſting of a Ship, is of much importance to the ſai-

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ling and conditions of a ſhip; for if ſhe be over maſted, either in length or bigneſs, it will over-charge the ſhip and make her lie-down too much by a wind, and labour too much a-hull, if ſhe be under-maſted, (that is too ſmall or too ſhort) then ſhe looſes the benefit and advantage of ſpreading ſo much more ſail to give her way: There are ſome differences, in the proportioning of Maſts, according to the uſe of the ſhip, for thoſe which are to go long voyages, are not to be maſted according to true proportion, but to be made ſhorter, and bigger than ordinary, for fear ſpending them in a long journy, where they cannot be repaired: But the rule and way whereby we give the true proportion, for the length of any Maſt, is to take $\frac{4}{5}$ of the breadth of the ſhip, and that multiplyed by 3 ſhall give the juſt number of feet, that the main-maſt ſhall be of in length; the bigneſs to be 1 inch to a yard in length, but more, if it be a made-maſt; for example, Take a ſhip, whoſe breadth is 30 foot, four fifths of 30 are 24 foot; ſo I ſay, that this ſhips main-maſt muſt be 24 yards long, for every yard is 3 foot, and 24 inches through, allowing 1 inch to every yard: The fore-maſt is in length to be $\frac{4}{5}$ of the main-maſt, which will be 20 yards lacking one $\frac{4}{5}$ part of a yard, and 20 inches through: The bolt-ſprit is ever the ſame in length and thickneſs with the fore-maſt: The mizon-maſt to be half the length of the main-maſt, which will be 12 yards long, and 12 inches through: And ſo this is the true proportion for the Maſts of a ſhip, which is 30 foot broad at the beam: For as we take the proportion of the length of our yards from the Keel, ſo do we take the proportion of the length of her Maſts from the beam, or breadth of the ſhip. A long Maſt is termed a tawnt-maſt, a ſhort Maſt is termed a low-maſt.

Matts. Are broad clouts weaved of ſynnet and thrums together (and ſome are made without thrums) the uſe whereof is to ſave things from galling, and are uſed in theſe places: To the main and fore-yards, at the ties, (to keep the yards from galling againſt the maſt) upon the Gun-wale of the Loof, (to keep the clew of the ſail from galling there) upon the bolt-ſprit and beak-head, to ſave the clew of the fore-ſails.

Mettle. By ſpeaking of the mettle of a piece of Ordnance is commonly meant, not the quality, but the quantity of the mettle whereof it is made: (as to diſpert the mettle: *Vide* diſpert:) When they ſay, the Piece is laid under-mettle, that is, with her mouth lower than the breech;

breech; or contrary, ſhe lies over-mettle if the mouth lie higher then the breech: and if ſhe lie point-blank, then they ſay, ſhe lies right with her mettle: So that it ſeems, becauſe the breech hath moſt mettle, they do more ſingularly attribute the word Mettle to that, then any other; if a Piece have much mettle in any part, they ſay, ſhe is well fortified, and ſo contrary.

The Miſſen. When we ſay the Miſſen, it is meant, that we ſpeak of the ſail, not of the maſt, (as ſet the Miſſen, that is, fit the Miſſen-ſail;) change the Miſſen, (that is, bring the yard to the other ſide of the maſt; and ſo the tack to the other boord:) And ſo, ſpeek the Miſſen, (that is, put the yard right up and down by the maſt:) Spell the Miſſen (that is, let go the Sheat and peek it up) the uſe of the Miſſen, is to keep the ſhip cloſe to a wind. Note, if a ſhip gripe too much, then we uſe no Miſſen, for then ſhe will never keep out of the wind; Sometimes alſo, we uſe the Miſſen when we are at an Anchor, to back the ſhip a-ſtern, to keep her from fouling her Anchor upon the turning of the tide: (ſometimes alſo, we tie with the Miſſen: Some great long ſhips require two Miſſens, then they call that next the main-maſt, the main-miſſen; that next the Poop, the Bonaventure Miſſen.

The Miſſen-Maſt. Vide *Maſt.*
The Miſſen-Sail. Vide *Sail.*
The Miſſen-Top Maſt. Vide *Top-Maſt.*
The Miſſen-Yard. Vide *Yard.*

To Moor, or *Mooring.* To Moor a ſhip, is to lay out her Anchors, as is moſt fit for the ſhip to ride by in that place where ſhe is: for there are theſe kind of Moorings: Firſt to moor a croſs, or thwart, which is to lay one Anchor on one ſide a river, and the other on the other, right againſt, ſo as both Cabels (either for Ebb or Flood) may bear together: Next, to Moor alongſt, that is, to lay one Anchor right in the middle of the ſtream on a head, and the other a ſtern, and this is, where they fear driving a ſhip; for then both the Cabels will bear together, if ſhe Tallee in upon either ſhore: The third, is Mooring water-ſhot, that is (as you would ſay) quartering betwixt both, for this is neither a-croſs the tide, nor a-longſt the tide; when they come into any place, they perceive where, which way, and upon what point of the compaſs, the wind or ſea is like to endanger them moſt, and ſo juſt there they lay-out an Anchor, and this they call Moor-

ing

ing for Weſt, North-weſt, or as the point is: Note, that a ſhip is not ſaid to be Moor with leſs than two Anchors a-ground, yet if ſhe have but one aground and a Hawſer, a-ſhort (which is called a proviſo) we ſay ſhe is Moored with her head to the ſhore.

To Mount. Mounting a piece of Ordnance, is taken in two ſenſes that is, either to put them upon, and in their Carriages, (as we ſay, the ſhips Ordnance are not Mounted, that is, not on their Carriages) or elſe when they are in their Carriages, and the mouth of her lies too low for the mark, we ſay, Mount the piece higher; But if ſhe lie with her mouth too high for the mark, we ſay, Let fall the Piece, a little, and not diſ-mount the Piece; for to diſmount the Piece, is to take it out of the Carriage, or that the Carriage is not ſerviceable: as in fight, when a ſhot hath taken, or broken a Carriage, we ſay, the Piece is diſ-mounted.

Munk-ſeam. This is a kind of ſewing the canvaſſes of the ſails together, the edge of the one is ſewn over the edge of the other, and ſo it is ſewn on both ſides; this is the ſtrongeſt way of ſewing the ſails.

Murderers. Are ſmall Iron or Braſs Pieces with Chambers: In Merchant men they are moſt uſed at the Bulk-heads of the fore-caſtle, half-deck, or ſteeridge; and they have a Pintel, which is put into a ſtock, and ſo they ſtand and are traverſed, out of which they uſe murdering-ſhot, to ſcour the Decks, when men enter, but Iron Murderers are dangerous for them which diſcharge them, for they will ſcale extreamly, and endanger their eyes much with them: I have known divers hurt with ſhooting them off.

N.

Neale too. That is when it is deep water cloſe to the ſhore, (as you would ſay, a Bank,) that is right up and down without any ſhowling.

Neapes, or Neap-Tide. When the Moon is in the midſt of the ſecond and laſt quarter, then we have Neap-Tides: the Etimology of the word I know not; but the meaning of it is this; The Neap is oppoſite to the ſpring, and there are as many days allowed for the Neap or falling of the Tides, as for the ſpring or riſing of the Tides: Theſe

Theſe do cauſe, that where it doth not overflow high enough, we are forced to ſtay for the launching and grounding, and alſo for going over ſome Bar, till a ſpring: Note, in Neap-tides, the water is never ſo high nor ſo low, as in the Spring-tides: Alſo the tides never run ſo ſwift in Neaps, as it doth at ſprings: Note, that as the higheſt of the ſpring is three days after the full, or change of the Moon, ſo the loweſt of the Neap is four days before the full or change; and when we ſay it is dead Neap, when a ſhip lacks water, ſo that it doth not flow high enough to bring her off the ground, or out of a dock, we ſay ſhe is be-neaped; ſo if a ſhip be within a barr'd-harbour, that there lack water to carry her over till the ſpring, we ſay ſhe is be-neaped.

The Needle. Is that Iron wire which is made faſt to the Flie of the Compaſs, and is that which gives the motion to it, being touched with a Load-ſtone: The beſt for to receive and retain the virtue of the ſtone, are made of ſteel, and the beſt form is to make them round with two ſmall points, directing to the North and South: For in this form they do moſt equally poize the Flie. Who would underſtand more of theſe, let him read Dr. *Barlow*'s Book of the Load-ſtone, where all things belonging to the Needle, are moſt exactly and compendiouſly ſet down.

Nettings. Are thoſe ſmall ropes, which are ceaſed together with rope-yarns, in the form of a Net, with Maſhes, and are for the moſt part only uſed in the waſt (yet I have ſeen *Flemmings* have Nettings over all, from the top of the fore-caſtle over the Poop, and are ſtretched upon the Ledges, which are placed from the waſt-trees to the roof-trees:) In Merchant-men it is chiefly uſed, having a ſail laid over it, for to ſhadow their men, and for cloſe-fight: but I think they are in an error, for it is moſt dangerous for fireing; of ſmall defence if men enter, being quickly cut down, and being once torn-down (as it may eaſily with ſmall carpnels) cloy all the waſt. In a man of War, it is good to have them for the pleaſure and ſuccour of the company, but not to uſe them in fight.

Netting-ſails. Are the ſails which they lay upon the Nettings.

Nipers. Are ſmall ropes (about a faddom and a half, or two faddom long) with a little Truck at one end (or ſome have only a wale-knot) the uſe whereof is to hold-off the Cabel from the main-capſtain, or the geer capſtain, when the Cabel is either ſo ſlimy or

so great, that they cannot ſtrain it, to hold it off with their hands only.

O.

To Obſerve. Is to take the height of Sun, or Star, with any inſtrument, whereby we know in what degree of latitude the ſhip is: I need not ſay much of this, for it would require many lines, and is taught in every book of Navigation.

Ockham. Is nothing but old-ropes, or others untwiſted, and ſo pulled out as it were into looſe flax again, alſo, toe, or flax being ſo imployed about a Ship, is called white Ock-ham; The uſe of this is to drive into the ſeams, and to all parts where they ſuſpect water may come in, as the heads of the treenels, *&c.* White Ock-ham is beſt to drive firſt into the ſeam next the water, when it is rowled up, ſo as when the caulker drives it, in it is rowled a threed of Ock-ham.

The Offing. By this is meant, as much as to ſay, out in the open ſea, from the ſhore-ward; as if I be at ſea in a ſhip, the ſhore on one ſide me, and the other ſide to ſea-boord, another ſhip, ſhe is in the offing: So if a ſhip be ſailing into the ſea ward foreward the ſhore, we ſay ſhe ſtands for the offing; So when a ſhip (as in our Channel) keeps in the middle of the Channel and comes not neer the ſhore, we ſay ſhe keeps in the offing.

Off-ward. Is a term uſed, when a ſhip is aſhore, and heels to the water-ward, forwards the ſhore, they ſay, ſhee heels to the off-ward: Or if her ſtern lie towards the ſea, we ſay her ſtern lies to the off-ward, and her head to the ſhore-ward.

Orlopp. The Orlopp, is no other but the Deck (as we ſay) the lower Deck, the ſecond Deck, ſo you may as well ſay the lower Orlopp, or the ſecond Orlopp: and indeed it is commonly held the proper ſpeech to call them the firſt Orlopp, and the ſecond Orlopp: for this word Orlopp ſeems to be appropriated only to theſe two Decks: for if a ſhip have three Decks, they never call the upper-moſt, which is the third, by the name of Orlopp, but by the name of Deck, as to ſpeak of them they will ſay, ſhe hath a tire of Ordnance, on the firſt and ſecond Orlopp, and alſo the upper Deck.

Overſett. When a ſhip at ſea, with bearing too much ſail is born-

born-over on a ſide, and ſo founded in the ſea, we ſay, ſhe was over-ſet: Sometimes with an extraordinary wind, the ſhip may be over-ſet, with nothing but the power which the wind may have over her Hull (eſpecially if the wind and current go contrary: I have heard ſome ſay, that diſemboaguing out of the *Indies*, by *Cape Florida* (where the current ever ſets very ſtrong to the North-ward) that if they have met with a guſt at the North, the wind having power over the Hull of the ſhip a-loft, and the current ſetting to wind-ward, having power of the Hull alone, they have been in great danger of foundring: Alſo the turning over of the Cabel or ſmall rope which is quoiled-up, is called over-ſetting; as over-ſet the Cabel, *&c.*

Over-throw. When a Ship that is brought to be trimmed a-ground doth fall-over on a ſide, we call it over-thown, and not over-ſet; the reaſon whereof, is for want of floor to bear her upon, and ſometimes it may happen by the indiſcretion of thoſe who bring the ſhip a-ground, heeling to the off-ward, if the ground be too ſteepy, when as they ſhould heel her to the ſhore-ward; to prevent which, we have no way but to ſhore her up with her top-maſt and yard.

The Out-licker. Is a ſmall piece of timber (ſome 2 or 3 yards long, as they have occaſion to uſe it) and it is made faſt to the top of the Poop, and ſo ſtands right out-aſtern, at the outwardmoſt end, there is a hole, into which the ſtanding part of the ſheat is made faſt, and ſo being reeved through the block of the ſheat, is reeved again through another block, which is ſeaſed to this piece of timber neer the end, and ſo the uſe of this is to hale down the Miſſen ſheat to it. This is ſeldom uſed in great ſhips; but the cauſe why in any ſhip it is uſed, is for that the Miſſen-maſt is placed ſo far aft, that there is not room enough within-boord, to hale down the ſheat flat, and ſo are forced to uſe this without-boord. The ſmall *French* Burtons and Allowns, do uſe this moſt of any ſhips which I have ſeen, and generally all *New-Caſtle* Carnels have them.

Oze, or *Ozie.* Is a ſoft ſlimy, muddy ground, this is no good ground to ride at Anchor in, for the Anchors will not hold her in great ſtreſſes: but the beſt way to make them hold, is to ſhooe them, and in ſome places that will not ſerve neither: Beſides this is very bad ground for rotting of Cabels; if a man would have a ſhip lie long a-ground, it is beſt laying her in Oze, for there ſhe will lie very ſoft

and easily; for she will quickly duck her self there: It is very bad also for rotting the Planks, and the Ocham which is in the seams.

P.

A Pantch. Those Mats made of Synnet, which are made fast to the main and fore-yards (to save them from galling against the Mats) are called Pantches, by a proper name.

A Parbunckle. Is a Rope, which is us'd in the nature of a pair of slings: It is a Rope seased together at both ends, and so put double about the Cask, to hoyse in by, and the hook of the Runner is hitched into it, to hoyse it in: this is the quickest way of slinging the Cask, but not so sure a way for slipping as the slings.

To Parcel, or *Parcelling.* Is to take a little Canvass (about the bredth of a hand) and so lay it over a seam, which is first Caulcked: and it is most commonly used along the ships-sides, over the Cabbin. Then heat a little Pitch and Tarr very hot, and pour upon this Canvass: and all this together is called Parcelling a Seam.

Parrells. Are those things made of Trucks, and Ribs, and Ropes, which go about the Mast, and are at both ends made fast to the yard, and are so made with Trucks and Ribs, that the yard may slide up easily. These also with the brest Rope, do hold the yard close to the Mast.

The Partners. Are those Timbers, which are bolted to the Beams, and do compass the shoot in the Mast at the Deck: and are the strength that do keep up the Mast steddy in the Step. And also that it should not rowl out the ship-sides; there are Partners at the second Deck, in the same nature, but the Missen hath but one pair of Partners: The Mast doth use to be wedged fast in these, from stirring or wagging; yet I have seen some ships that would not sail well, unless the Mast were loose, and as they term it, had leave to play in the Partners; but in a Storm it is dangerous to let the Mast have any play, for fear of wronging the Partners, which if they should give way, there is no remedy but to cut the Mast by the Boord.

A Passer do. Or more properly, a Nepas-artua-Rope, Is any Rope wherewith we hale-down the sheat-blocks of the Main, and

and fore-sails when they are haled aft the Clew of the Main-sail to the Cubbridge head of the Main-Mast, and the Clew of the fore-sail to the Cat head; and this is done, when the ship goes large.

The Pawle. Is a little piece of Iron, bolted to one end of the Beams, or the Deck, close to the Capstain, but so easily that it hath leave to turn about. This is it, against the which the wheels of the Capstain do bear, when they would have the Capstain kept from turning back again, and therefore they said, heave a Pawle: That is, heave a little more, that the Pawle may catch hold of the whelps: This is very necessary sometimes, when they heave up the Ankor in a great sea-gate, to hold fast, least the force of the Sea, yerking up the ship suddenly, should fling men from the Capstain; that is called Pawling the Capstain: And when they would have the Capstain go back, they say, un-Pawle the Capstain.

To Pay. Is the same that Parcelling is, only wanting the Canvas, for we call it, Paying a Seam, when after it is Caulked, we heat Pitch to lay upon the Seam, to keep it from being preised with the water: we also use no Tar to this: Also when we grave a ship, we call the laying on the stuff (what e're it be, Rozen and Brimstone, and Oyl, or the like, *Paying her*: for they say, Pay her up the Bends: Pay thick, or the like.) Also when a ship is to Tack, and all her Sails are a-Back-Stays (that is flat against the shrowds and Mast, so as we are sure she will not fall back again) we say, she is Payed, and then we let rise the Tack, and hale the sheats, and so come to lay the head the other way.

A Peek. To heave a Peek, Is to have the Hawse of the ship right-over the Anchor, so that the Cable is then right perpendicular betwixt them. To Ride a Peek, Is to have the Main-yard, and fore-yard hoysed up, and so one end brought up close to the shrowds, the other being raised up, and so are they done to contrary sides: the Star-boord-yard-arm of the Main-yard coming down to the Star-boord side, and the Larboord of the fore-yard, so the yards seem to cross one another, like St. *Andrew* cross. The manner of doing it is from the Main-yard letting go Star-boord-Top-sail sheats: and Topping-up the Lar-boord Lifts; and so contrary-wise for the fore-yard. To Ride a Broad Peek, is to Ride in the same manner, but the yard must be but half mast high; they never likely Ride in this manner

manner with their yards, but in a River, the reason, lest riding with their yards a-cross, some ship might by chance come foul of them, and break their yards: Also that Room which is in a ships howld from the bitts forward unto the Stem, is called the Peek, or fore-Peek of the ship: In the Kings ships the Powder is placed there: Merchant men place their victuals there outward bound: but other men of war (which are full of men) will use it to lodge some of the Company.

Pendant. A Pendant is a short Rope made fast at one end, either to the head of the Mast, or to the Yard, or to the Clew of a sail, and are in bigness, according to the places wherein they are used, having at the other end a Block with a Sheever, to Reeve some Running-Rope into it, as the Pendants of the Tackle, which are made fast to the head of the Mast, and so of the Pendants of the Back-stays which are there made fast, and hang a little way down on the inside of the shrowds: Generally, all the yard-arms (excepting the Missen) have Pendants, into which the Braces are reeved; and by them they are easily known. Also they call those Colours, which are hung out on the yard arms, or from the head of the Mast for a shew, to beautifie the ship, Pendants.

The Pillow. That timber whereon the Bolt-sprit doth bear, and rest on, at the coming out of the Hull of the ship aloft, by the stem is called the Pillow of the Bolt-sprit.

A Pintel. Is a small Iron Pin, which is fastned to murderers, as also to Harquabusses, a Crook which is put into a Socket, or any hole, to keep the piece from recoyling: Also those Iron-Pins, which are made fast to the Rudder, and do hang the Rudder to the Stern-Post (being put into Iron Stocks) and called the Pintels of the Rudder.

Pitching. Is not only laying Pitch upon any place (which yet is more properly called Paying), but it is also taken for the placing of the Step of a Mast, as they say, the Main-Mast is pitched a little too far aft, that is, stand and is placed too far towards the Stern of the Ship) but it is not meant by the head hanging too far-aft: So the fore-Mast is pitched too far-forth (that is) the Ship stands too far fore-ward on. Also if a ship fall much into a Sea, they say, she Pitches much into the Sea: or else she beats much against the Sea, so as to endanger the Top-masts with the stroke, they say, she will pitch her Mast by the Board.

Platts.

Flaets. Are flat-Ropes, made of Rope-yarn woven one over another, and are for to save the Cabel in the Hawse from galling. Also we use them in the flooks of the Anchor to save the Pendant of the fore-sheat, from galling against the Anchor.

A Plott. And *Sea-Card* is all one; Vide *Card.*

To Prick a Plott, is to Vote down the Travers of the ships way, and so comparing it to your observation, finding where the ship is, to make a small Prick in the Plot in the Latitude and Longitude, where you suppose the ship to be, and so still keeping account of the days, you shall still see how neer, or far off you are from the place, which you sail to.

A Point. The sharpness of any head-Land, is called the point of the Land: when they say, that two points are one in another, that is, they are so just in a right line from us, one betwixt the other, that we cannot see the one for the other; Also the Compass is divided into 32 points (representing 32 winds) so that we call sailing by the Compass, sailing upon a point. They use also to undo the Stroud at the end of the Cabel (some a foot long) and so make Synnet of the Rope-yarn, and lay them one over another again, making it less towards the end, and so at the end, make them all fast with a piece of Marling, or the like. This called pointing the Cabel. The use whereof is to keep the Cabel from fatling, but chiefly to see that none of the end be stolen off, and cut away.

The Poope. The Poope of the ship is the uppermost part a Stern of the Ships Hull, and is the Deck over that, which is commonly the Masters Cabbin.

A Port. is that place out of which the Ordnance are put through the ships sides, and these are to be made so large that the Ordnance may have leaver to Traverse as much Bowing and Quartering as may be, (about 3 inches is the ordinary rate for a Demi-Culverin.)

To Port. Is a word used in Conding the ship, when she is right before a wind, or if the weather-sheat be aft as far as the Bulk head (which is more than Quarter winds, but not right afore) they will use the word steddy a-Port, or steddy a starboord, the ship heels to Port: bring thrings neer to Port, or the like, terms easily understood.

Pouches. Are small Bulk-heads made in howld, either Thwart-Ships, or longst Ships. Those who carry Corn (or any such goods that

that will ſhoot over from one ſide to the other) do make many bulk-heads, or ſeveral Rooms (as it were) to keep it up, and theſe are called Pouches; alſo when we Careen Ships, there are ſmall bulk-heads, made ſome diſtance from the Keelſon; on either ſide in the hold, which ſerve to keep up the Ballaſt when we ſhift it, either for the righting or bringing down of the ſhip when ſhe is on the Careen, and theſe are alſo called *Pouches.*

Powder. There are two ſorts of Powder, the one ſerpentine Powder, which Powder is duſt (as it were) without Corning, and this we never uſe at Sea in Ordnance, nor ſmall ſhot, both becauſe it is of ſmall force, and alſo, for that it will, with the air of the Sea, quickly dry, and loſe its force: The other is Corn Powder, whereof there are two ſorts, Common powder (which is a great Corn, and not very ſtrong) the other Musket powder (which is the fineſt, ſtrongeſt, and beſt we can get:) The Ingredients which make the powder are, firſt, Salt-peeter (wherein the force of the powder conſiſts) next Brimſtone, which is apt to flame, and once flamed, cauſeth the Salt-peeter to flame; (laſt, Cole, which is apt with any ſparkle to kindle, but not to flame, yet doth maintain the flame of the other two.) The beſt Salt-peeter is that which hath no Fat, the beſt Brimſtone without droſs: and the beſt Cole, that which is made of the lighteſt wood: I only touch ſome chief things of this, becauſe there are divers books concerning main Concluſions touching the effect of Powders in all kinds.

The Powder-room, Is that Room in howld where we lay the Powder, the greateſt care in placing this Room, muſt be to have it fartheſt from the uſe of any fire, and freeſt from the danger of ſhot.

Preddy, Is a word uſed amongſt them, in the ſtead of Ready. As when we come to fight, the Commander bids them make the ſhip Preddy, make the Ordnance Preddy, that is, make them ready for to uſe in fight. A Preddy ſhip, that is, when her Decks are all clear, and the Ordnance and all things fitted for fight Alſo make the howld Preddy, is to lay any thing out of the way, ſo as that they may ſtow the goods in commodiouſly.

A Preventure Rope. Vide *Rope.*

A Proviſo. Vide *Mooring.*

The Prowe. Is the fore-moſt part of a ſhip conſidered aloft, and not below between the Decks, (or in howld) to enter into the Prowe, is

is to enter into the Fore-Caſtle. The Prowe pieces are thoſe which lye aloft before: Go fore-ward into the Prowe, that is, Go into the fore-Caſtle, before the fore-Maſt, and it is moſt truly underſtood for that part which is betwixt the Chaſe and the Looſe.

Priming. Is ſo fitting, and filling the touch-holes, with fine-day Powder, and putting in a Priming Iron to pierce the Carthrage, ſo that that Powder being fired, the powder in the Carthrage may likewiſe fire too: for if the powder in the touch-hole be fired, and the reſt within the piece go not off, we ſay ſhe was not Primed, or not well primed: for this there is powder made very ſmall, and extraordinary dry, and the Gunner hath it in a great Horn at his Girdle in fight, which horn he calls his Priming-horn: Alſo the firſt ground, or Colour which is laid-on, for others to come over it in painting the Ship, is called Priming.

Puddings. Are Ropes nailed round to the yard-arms of the Main and fore-yards, cloſe to the end, and ſo (in 3 or 4 or more diſtance one from another) upon each yard-Arm: The uſe of them, is to ſave the Robbins from Galling aſunder upon the yards, when we hale-home the top-ſail ſheats: Alſo the ſarving of the King of the Anchor, which Ropes, to ſave the Clinch of the Cabel from galling againſt the Iron, is called the Pudding of the Anchor.

Pullies. Are ſmall Blocks, with one or two ſheevers in them (and may either be ſo called, or by the name of ſmall Blocks) for great blocks are not uſually called by the names of Pullies, as the Pullies of the Top-ſail, Braſes, Clew, Lines, Martnetts, *&c.*

Pumps. There are three ſorts of Pumps uſed in ſhips: The firſt and moſt common, are ordinary Pumps, ſuch as are uſed a ſhore, and theſe do ſtand by the main Maſt, the next is a Bur-Pump, which is not uſed in Engliſh Ships, but Flemmings have them in the ſides of their ſhips, and are called by the name of Bildge-Pumps, becauſe they have broad long floats that do hold much Bildge water; The manner of theſe is to have a ſtaff, ſome 6 or 7 foot long, at the end whereof is a Bur of wood, whereto the Leather is nailed, and this doth ſerve inſtead of the box: and ſo two men ſtanding right over the Pump, do thruſt down this ſtaff, to the midſt whereof is ſeaſed a Rope long enough for 6, 8, or 10, or more to hale-by, and ſo they pull it up, and draw the water; this Pump doth deliver more water then the former, and is not ſo laborious to pump at: The third and laſt ſort, are

Chain-Pumps; theſe deliver moſt water, and with moſt eaſe, for the Company, and are ſooneſt mended if any thing fail, having ſpare Eſſes, if any chance to give way: theſe have a chain full of Bars and a wheel, which makes it deliver ſo much and go ſo eaſily. The term is for Pumping to Pump by Spell, and at ordinary, and Bur Pumps, they reckon by the ſtrokes: As to ſay, a Spell of 200 Strokes: but a Chain-Pump, the Spels go by Glaſſes: the Pump ſucks, that is, draws wind and hath no water that comes to it: There are alſo Pumps made of a Cane, or elſe of Latin, which we put down into the Cask, to Pump up the drink: for at Sea, in howld, we uſe no ſpickets.

The Pump-brake. Is the handle they pump by in the ordinary ſort of Pumps.

The Pump can. Is the Can which they draw water in to pour into the Pumps (and this is a great Can.)

The Pump-dale. Is (as it were) the Trough, wherein the water doth run alongſt the Deck, out at the Skupper-holes.

To Purchaſe. We call the Caining, or coming in of a Rope by our haling of it in with our hands, or heaving it in at the Capſtain, or otherwiſe, Purchaſing; as the Capſtain doth purchaſe apace, that is, draws in the Cabel apace: Or, the Tackles do purchaſe, and the contrary; when we cannot get in any thing, or hale it away, we ſay, we cannot purchaſe, with the rope, Tackle, or the like. Note, that the more parts that any Tackle, Halliard, or the like do go in, the more eaſily a man may purchaſe upon them (as it is eaſier to purchaſe with a Block which hath three ſheevers then a Block which hath but two:) but then this is longer a doing.

Puttocks. Are the ſmall Shrowds which go from the Shrowds of the Main and fore-Miſſen-Maſts, and alſo to the Top-maſts ſhrowds, if the Top-maſt have a Top gallant-Top; the uſe whereof is to go off the Shrowds into the Top,: for when the Shrowds come neer up to the Maſt they fall in ſo much that otherwiſe they could not get into the top from them. The Puttocks are from the bottom ſeaſed to a ſtaff, which is made faſt there to the ſhrowds, or ſome Rope which is ſeaſed there, and above to a plate of Iron, or to a dead-man-eye, to which the Lanniers of the fore-Maſt-ſhrowds do come.

Q.

The Quarter. That part of the Hull, of the Ship, which is from the Steeridge to the Tranſom, or Faſhion-piece, is called the Quarter, or the Ships-Quarter.

Quarter-Deck Is that Deck, which is over the Steeridge, till it come to the Maſters Cabbin.

Quartering. Is when a piece of Ordnance lyes ſo, and may be ſo Traverſed, that it will ſhoot in the ſame line, or on the ſame point of the Compaſs as the Quarter bears; Alſo when a Ship ſails with Quarter-winds, we ſay, ſhe goes Quartring; then we let riſe the weather-Tack, and hale aft the ſheat, to the fore-Maſt Shrowds, and Veer out the Lee ſheat a little; this way ſhe goes faſteſt: for now all ſails draw together.

Quarter-winds. Are when the wind comes in a-baft the Main-maſt-Shrowds juſt with the Quarter.

A Quoyle. Or a Quoyle of Ropes, is a Rope laid up-round, one Take over another, as a Quoyle of Cabel, that is a Cabel quoyled up. But ſometimes the word Quoyle is taken for a whole Rope quoyled, ſo that if half the Rope be cut away, they ſay, there is but half a Quoyle of that Rope.

To Quoyle. Is to lay the Takes of the Rope round over one another, ſo that when occaſion is, they may run out ſmooth without any kneeks, and alſo to lye handſomely in the ſhip, and many of the ſmall running-Ropes, as the Braſes, Top-ſail-Halliards, or the like, we hang up at the Ship-ſides, when they are ſo quoyled: It is a manner at Sea, every night when they ſet the watch, or Quoyle up all the Ropes in order, that ſo they may have them all Leer to come by in the night, if they have occaſion to uſe any of them.

Quoyns. There are three ſorts of Quoyns uſed in a Ship, that is, the Quoyns which the Gunners uſe under their Ordnance, for to mount them higher or lower, they are made broad, but thinner at one end than at the other, with a handle at the broad end, to draw it out, or put it further in, as you have occaſion to mount the Piece; pulling out the Quoyns, is termed to draw the Quoyn. Another ſort are called Cantick-quoyns, theſe are ſhort, the length of a hand, and are

made with 3 edges, the uſe whereof is to put betwixt the Cask, at the Bildg hoops of the Cask, to keep the Cask ſteddy from rowling and labouring one againſt another. The third ſort are ſtanding Quoyns, and they are made of Barrel-Boords ſome four fingers broad, and a fit length to be driven a-croſs betwixt the Buts, one end, two or three hoops from the thin-hoops of one But; and the other in the ſame manner to another, to keep the chine of the But ſteddy from jogging

R.

R: *Abbetting.* Is the letting-in of the Planks to the Keel, which is a little hollowed away, that the Plank may joyn in the better, and cloſer to the hooks and the Keel, and this is only uſed in the Rake and Run of the Ship, and not in the flat floor: And the hollowing-away is called the Rabbet of the Keel.

Rake. The Rake of a Ship, is ſo much of her Hull, as doth overhang both ends of the Keel: So that let-fall a perpendicular upon the end of the Keel upon the ſetting on of the Stem, ſo much as is without that foreward-on is her Rake foreward on. And ſo in the like manner at the ſetting in of her Stern-poſt, and that is her Rake aftward-on. Commonly the Rake foreward-on, is more then a third, but leſs then an half of the length of her Keel, there is not any more rule obſerved amongſt all Nations; for ſome give long great Rakes, as genenerally all *French* built, the *Flemmings* not ſo much: And for the Rake aftward on (it being of no uſe for the Ship, but only for to make her Ship ſhapen, as they call it, they give as little as may be) which commonly is about a fourth or fifth part of her Rake foreward-on: (A great Rake fore-ward-on, gives a Ship good way, and makes her keep a good wind, but if ſhe have not a good full Bowe, it will make her litch mightily into the head-ſea, beſides it doth mightily charge the ſhip, becauſe it doth over-hang the nail; And if a ſhip have but a ſmall Rake, ſhe will commonly be too bluffe, and ſo meet the ſea too ſuddenly upon her bowe, which will hinder her going through much: The longer a ſhips Rake is, the fuller muſt be the bow: The beſt conditioned ſhips have neither too much, nor too little.

Ram-head. The Ram-head is a great block, with three Sheevers in it, into which are the halliards, & at the head of it, into a hole are reeved the

the ties; this block doth only belong to the main and fore-Halliards.

A Rammer. Is a ſtaff, with a round piece of wood at the end of it, the outwardmoſt being flat, ſomewhat leſs than the bore of the Ordnance to which it doth belong, and this is to drive home the Powder cloſe to the breetch of the Piece, and ſo the ſhot to the powder, and the wood to the ſhot, and that is called ramming home the powder or ſhot.

Ranges. There are two, one aloft upon the fore-caſtle a little abaft the foremaſt, the other in the beak-head, before the wouldings of the bolt-ſprit, that in the fore-caſtle is a ſmall piece of timber which goes over from one ſide to the other, and there is faſtned to 2 timbers, and on the middle on either ſide the fore-maſt, 2 knees which are faſtned to the deck and the timber, in which run the top-ſail ſheats in a ſheever; and hath divers wooden pins through it, to be-lay ropes unto (as the fore-tacks, fore-top-ſail-ſheats, and fore-bowlings;) the fore-loof hook and that in the beak-head is in the ſame form, whereunto it be-layed the ſprit-ſail-lifts, the garnet of the ſprit-ſail, and other Ropes, belonging to the ſprit-ſail, and ſprit-ſail-top-ſail.

Ratling. Is a Line wherewith they make the ſteps by which we go up to the ſhrowds, and the Puttocks, and ſo the Top-Maſt-ſhrowds in great ſhips, and theſe ſteps which make the ſhrowds look like Ladders, are called the Ratlings of the Shrowds.

A Reach. Is the diſtance of any two Points of Land, which bear in a right line to one another, which term is moſt commonly uſed in Rivers, as *Lime-Houſe*-Reach, *Green-wich*-Reach, long-Reach and the like, the Reach being counted ſo far, as you can ſee the Reach to lie in a ſtraight line; Alſo ſome call the diſtance, and croſſing betwixt *Cape-Verd*, and the firſt Iſlands, entring to the *Weſt-Indies*, long-reach.

To Reeve. This word is uſed juſt in the ſame ſenſe (in reſpect of Ropes) that putting in, or putting through, or paſſing through would be; but they ever uſe this word Reeve; as when we would expreſs that the Tack is put through the Cheſ-trees, we ſay it is reeved through, or inſtead of putting a rope through a block, we ſay, Reeve it in that block, (as the Halliards are reeved in the Knights and Ram-heads,) and it is generally to be underſtood and applied to all Ropes that paſs through blocks, Dead-men-eyes, Cheſ-trees and the like; And ſo when we would have that Rope pulled out of the block, *&c.* we ſay, unreeve that Rope, or the Braſes, Lifts, Sheets, *&c.* are unreeved.

Ribbs.

Ribbs. By a reſemblance that the timbers (that is the Futtocks of the ſhips have when the Planks are off to the ribbs of a dead carkaſs, we) do in that kind, call all thoſe timbers by a general appellation, the ribbs of the ſhip, though otherwiſe they have particular names: As if two ſhips in a ſea-gate, lie a-boord one another, & hath broke with her weight ſome of the others futtock timbers, they will ſay, ſhe hath broke ſome of her ribbs: Alſo thoſe little long wooden pieces which are made with holes like the Comb under the beak-head, and do belong to the Parrells of the yards, are called the Ribbs of the Parrells.

To Ride. We ſay a ſhip Rides, when as her Anchors do hold her faſt, ſo as that ſhe doth not drive away with the tide or wind: for though ſhe ſheer from one ſide to the other, yet if her Anchors do hold faſt, and come not home, we ſay ſhe Rides: To Ride a good Road, that is, to Ride, where the ſea, and wind had much power over the ſhip, and ſtrain her Cabels very hard: Note, a ſhip rides eaſieſt, and with more ſecurity, having but two Cabels ſpliſed together (which they call a ſhot) then ſhe will by three ſingle Cabels, for the length of the ſhot will give her more ſcope, to play, and riſe upon the ſea with eaſe; for by reaſon alſo of the weight, the ſhip can hardly ſtrain it: For when a great ſea comes to yerk-up the ſhip the ſhot is long before it comes to ſtraining, that the force of the ſea will be paſt before it can come up to bear ſo much ſtreſs, as a ſhorter Cabel would do: The deeper the water is, the worſe it is to Ride, and requires much more Cabel in proportion then ſhowler-water, the ſea will break more, yet it hath not that power and weight which the deep water hath, when we ride any extraordinary rode, we ſtrike down our top-maſts, and bring our yards alongſt ſhips, in much wind eſpecially: To ride a croſs, is to ride with our main-yards and fore-yards hoyſed up to the hounds, and both yard-arms topped a-like: To ride a Peek, is to ride with the yards Peeked a-Peek; and alſo when we ride with the Hawes juſt over the Anchor, then we ride a-Peek, that is, when we ride ready to ſet ſail; when they would expreſs that they have rid a great Rode and ſtreſs, they ſay they rid hawſe-fall, that is, that the water brake into the Hawſes: To ride thwart, is to ride with her ſide to the tide, then ſhe never ſtrains her Cabels: To Ride betwixt wind and tide, is when the wind and tide have equal power, one, one way, the other, the

other

other way, ſo that the ſhip lies rowling with her broad-ſide in the Trough of the Sea, and thus ſhe will rowl mightily, but not ſtrain her Cabels.

Riders. Are great timbers (in howld, or elſe aloft) which are not properly belonging to the Built of the ſhip, but only bolted on upon the other timbers to ſtrengthen them where they find the ſhip to be weak: Merchant-men do ſpare them as much as they can, becauſe they hinder Stowage of Cask in Howld.

Rigging. The Rigging of the ſhip, are all Ropes which belong either to maſt or yards; and more particulary, we ſay, the maſt is rigged, the yards are rigged; that is, when they have all the Ropes that belong unto them: (we ſay, a ſhip is well rigged, when the Ropes belonging to her are of a fit ſize, not to big nor too little) alſo when there are no unneceſſary ropes put up (as too many ſhrowds, Tackles for the Maſt, Crow-feet, or the like:) when as we ſay, a ſhip is over rigged, it is meant the Ropes are too big for her, which is a great wronging to the ſhips ſailing; for a little weight aloft doth hinder more than a great deal below, by making the ſhip apter to heel, and howlding wind-taught; for note, that the uprighter any ſhip goes, the better ſhe doth ſail, for a crank ſided ſhip can never ſail well by the wind. To tell the particulars of rigging a ſhip, will require a ſmall diſcourſe by it ſelf, and would be too long for this, therefore I leave it to ſome other occaſion.

Ring-bolts, Vide *Bolts.*

The Riſings. Are thoſe thick Planks, which go fore and aft on both ſides under the ends of the beams and timbers of the ſecond Deck, the third Deck, the half and quarter Deck, whereon the beams and timbers of theſe Decks, do bear at both ends, by the ſhip-ſides: but thoſe thick planks which in the like ſort do bear up the lower Deck, are called Lamps.

Riſing-timbers. Are the hooks placed on the keel; which bear this vain in reſpect, that according to the riſing by little and little of theſe hooks; ſo the Rake and Run of the ſhip doth riſe by little and little from her flat-floor.

A Road. Is any place where a ſhip may ride near the Land and yet cannot ride land locked for all winds: A good Road is, where there is good ground for Ankor-hold, howl-water, and ſo as how ere the wind blow, there can no great ſea-gate come in, being the Land

may

may be in the wind, on one ſide, and ſome ſands, Rocks, or the like to break off the ſea on the other; (Alſo we ſay, if it be a place, as in divers places of *Barbary* and others) where the ſea will give a man warning, that is, the ſea will come ſwelling in before the wind, as at *Saint Saphe*, of any foul weather, ſo that a man may have time, to ſet-ſail and go to ſome other Rode, on the other ſide of the Bay-head-land, or the like; this we call ſhifting of Rodes; A wild Rode, is a Rode where there is little Land on any ſide, but lies all open to the ſea: as to ride upon a head-land, or alongſt a ſhore, where there is no Bay, nor any thing to break off the ſea, or wind if it come off the ſea. A bad Road is the contrary to the good.

A Roader. We call any ſhip that Rides at an Anchor in a Rode, a Roader.

Ropes. Generally, all the cordage belonging to a ſhip, is called by the name of Rope: as we ſay, a Cabel is a good or bad Rope (according as it is) and ſo a Hawſer or the like; but more particularly, only ſome, which beſides their particular appellations, have the general word Rope added to them: Theſe are an Entring Rope, a Top Rope, a Bolt Rope, a Buoy Rope, a Queſt Rope, a Keel Rope, a Bucket Rope, a Rudder Rope, a Preventure Rope, (which is a little Rope ſeaſed croſs over the Ties, cloſe at the Ram-head, that if one part of the Ties ſhould break, the other ſhould not run through the Ram-head to endanger the yard) a breſt rope, and is the Rope which latches the Parrel to the Maſt.

Rope-Yarns. Are the yarns of any ropes untwiſted, but moſt commonly, it is made of the ends of Cabels, half worn, or ſo, they ſerve for many uſes; to ſerve ſmall Ropes with, or to make Synnet Maſts, or the like; alſo Kneetles, which is two untwiſted together and Caburnes: They ſerve alſo to wake up the yard-arms of the ſails; and therefore ſtill, when we take in our ſails, the boys of the ſhip are to attend the Saylor with theſe Rope-yarns, to furniſh them as they have occaſion to uſe them.

Robbins. Are little lines reeved into the Eylot-holes of the ſail, under the Head-Rope, and ſure to make faſt the ſail unto the yard: and the term is, make faſt the Robbins, and not tie them: and note, that Sea-faring-men uſe the word, make faſt, inſtead of tying, as Land-men uſe to ſay, tie a Rope.

Roof-trees.

Roof-trees. Are thoſe timbers, which are made of light wood (as of maſt ſawen) that go from the half Deck, to the fore-caſtle, and are to bear-up the gratings and lodges wherein the Nettings lie, theſe are ſupported under the ſtamſhions, which reſt upon the Deck: Alſo if they have occaſion to uſe any ſuch piece over the half-Deck, for Nettings or ſails, it is called a Roof-tree.

Rove and Glinch. The Rove is that little iron plate, unto which the Clinch-nails are clinched: The Planks of Clincher-boats, are thus faſtned ſo together, which kind of work is called Rove and Clinch.

The Round-houſe. Is the uppermoſt Room of the ſtern of the ſhip, and that which commonly is the Maſters Cabbin.

Round-in. This is a term uſed to the main and fore-ſail, when the wind larges upon them, they let riſe the main Tack; or fore-tack, and and hale aft the fore-ſheat to the Cat-head, and the main-ſheat to the Cabridge head; this they call Rounding aft, or rounding in the ſail, the ſheats being there, they hale them down to keep them ſteddy from flying up, with a rope called a Paſſaredo.

The Rowle. Is that round piece of wood or iron, wherein the whip doth go, and is made to turn about, that it may carry over the whip from ſide to ſide with more eaſe.

Rowſe-in. Is a word they uſe particularly whenas a Cabel or Hawſer doth lie ſlack in the water, and they would have it made taught; as when a ſhip rides but by one Anchor, upon the turning of the tide, the Cabel will be ſlack, and ſo will be in danger to flow above the Anchor, then to keep it ſtiff and taught, they will hale in ſo much as lies ſlack, and this they call Rowſing in the Cabel, or Rowſe in the Hawſer, but it is not uſed in the haling in of any other rope, as boat-rope, or the like.

The Rudder. Is that piece of timber, which hangs at the ſtern-poſt of the ſhip, having four or five, or ſix irons, which are called Pintels, according to the bigneſs of the ſhip faſtned to them, which Pintels are fitted for the Gudgins at the ſtern-poſt, this is the bridle which governs the ſhip; the narrower the Rudder, the better, if the ſhip do feel it, for a broad Rudder doth hold much water, if the helm be put over to any ſide, but if the ſhip have a fat quarter, ſo that the water cannot come quick and ſtrong to the Rudder, then ſhe will require a broad Rudder: The putting to of the Rudder, is termed the hang-

ing the Rudder; The part or edge of the Rudder, which is next the ſtern-poſt, is called the inſide of the Rudder, the after-moſt part, is called the Rake of the Rudder.

The Rudder-Rope. Is a Rope or ſtrap, which is reeved into one hole of the Rudder, near the head, and ſo likewiſe through the ſtern-poſt, and then both ends are ſpliſed together; this ſerves to ſave the Rudder, if it chance to be beaten off, when the ſhip ſticks a-ground.

Rudder-Irons. Are the cheeks of that Iron, whereof the Pintel is part, and theſe are faſtned and nailed round about the Rake of the Rudder.

To Rumidge. Is to remove any goods, or luggage out of a place (betwixt the Decks, or any wheels) but moſt commonly we uſe this word to the removing and cleering of things in the ſhips howld, ſo that goods or victuals may be well ſtowed and placed: ſo when they would have this done, they ſay, they will go Ruming the howld.

The Run. Is that part of the ſhips hull under-water, which comes thinner, and lanker away by degrees from the flore-timber all along to the ſtern-poſt: That is alſo called the ſhips way aft-ward on, (for as ſhe hath either, a good or bad Run, ſo the water doth paſs away ſwiftly, or ſlowly alongſt her, and the ſhip doth make more way) we ſay, a ſhip hath a good Run, when it is long, and comes off handſomly by degrees, and that her tack, do not lie too low, which will hinder the water from coming ſtrongly and ſwiftly to the Rudder: And a bad Run, whenas it is ſhort, and that the ſhip is too full below, ſo that the water comes ſlowly and weakly to the Rudder, the force of it being broken off by the bredth of the ſhip a-low, which will make as it were, an Eddy-water at the Rudder, and that we call a dead water: The Run is of much importance for the ſhips ſailing; for if the water come not ſwiftly to the Rudder, ſhe will never ſteer well; and it is a general obſervation, that that ſhip which doth not ſteer well, cannot ſail well, and then ſhe cannot keep a good wind: for if a ſhip have not a freſh way through the Sea, ſhe muſt needs fall to Lee-ward with the Sea, and therefore when ſhips will not ſteer well, they lengthen them aftward on, or put to a falſe ſtern-poſt: Merchant-men do not give ſo much Run, as a Man of War may do, becauſe the narrowing-in of the ſhips below, doth loſe much ſtowage.

Rung-heads. Are the heads, or ends of the Rung, which are made a little

little compaſſing; and do lead or direct (as it were the ſweep and mould of the Futtocks; for in theſe Rung-heads, the lines which give the compaſs and bearing of the ſhip do begin: Alſo more generally, the outward ends of the Hooks, which are in the ſame manner compaſſing, are called Rung-heads; for the ſleeper which is bolted into the other Rung-heads, is alſo bolted into theſe, and they ſay, it is bolted fore and aft to the Rung-heads.

The Rungs. Are the ground timbers, which do give the floor of the ſhip; and theſe are bolted to the Keel, being ſtrait, ſaving at the ends, where they begin to compaſs a little.

The Runner. Is a rope, which is a part that doth belong to the garnet, and the two bolt-tackles, that before (that comes in the aftermoſt ſhrowds of the fore-maſt) and that Tackle abaft (which comes in the fore maſt ſhrowds of the main-maſt) it is reeved in a ſingle block, which is ſeaſed to the end of a Pendant, and hath at one end a hook to hatch into any thing, and at the other end a double block, wherein is reeved the fall of the Tackle, or the Garnet, which doth purchaſe more than the Tackle or the Garnet would do without it; and therefore to heavy things they uſe this; but for light ones, they only uſe the Tackle with the hook, which is ſeaſed to the ſtanding part of the fall: Over-hale the Runner, that is, pull down that end which hath the hook in it, to hitch it into the ſlings, or the like.

S.

Sails. To every Yard in the ſhip there belongs a Sail, and they are called after the name of thoſe Yards, whereunto they belong: All head-ſails (that is, thoſe that do belong to the fore-maſt and bolt-ſprit) do keep the ſhip from the wind, and are uſed to flat the ſhip: All after-ſails, that is the maſt and miſſen ſails, do keep her to the wind; and therefore few ſhips are ſo well conditioned, as to Steer quarter-winds with one ſail; but muſt have one after-ſail, and an other head-ſail (as it were to countermand one another) yet ſome ſhips will ſteer with their main-top-ſail only, At ſea, they call a ſhip, a Sail: as when they deſcry a ſhip, they ſay, A ſail, A Sail. The ſails are cut in proportion, as the Maſts and Yards are in length and

ing the Rudder; The part or edge of the Rudder, which is next the ſtern-poſt, is called the inſide of the Rudder, the after-moſt part, is called the Rake of the Rudder.

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Rudder-Irons. Are the cheeks of that Iron, whereof the Pintel is part, and theſe are faſtned and nailed round about the Rake of the Rudder.

To Rumidge. Is to remove any goods, or luggage out of a place (betwixt the Decks, or any wheels) but moſt commonly we uſe this word to the removing and cleering of things in the ſhips howld, ſo that goods or victuals may be well ſtowed and placed: ſo when they would have this done, they ſay, they will go Ruming the howld.

The Run. Is that part of the ſhips hull under-water, which comes thinner, and lanker away by degrees from the flore-timber all along to the ſtern-poſt: That is alſo called the ſhips way aft-ward on, (for as ſhe hath either, a good or bad Run, ſo the water doth paſs away ſwiftly, or ſlowly alongſt her, and the ſhip doth make more way) we ſay, a ſhip hath a good Run, when it is long, and comes off handſomly by degrees, and that her tack, do not lie too low, which will hinder the water from coming ſtrongly and ſwiftly to the Rudder: And a bad Run, whenas it is ſhort, and that the ſhip is too full below, ſo that the water comes ſlowly and weakly to the Rudder, the force of it being broken off by the bredth of the ſhip a-low, which will make as it were, an Eddy-water at the Rudder, and that we call a dead water: The Run is of much importance for the ſhips ſailing; for if the water come not ſwiftly to the Rudder, ſhe will never ſteer well; and it is a general obſervation, that that ſhip which doth not ſteer well, cannot ſail well, and then ſhe cannot keep a good wind: for if a ſhip have not a freſh way through the Sea, ſhe muſt needs fall to Lee-ward with the Sea, and therefore when ſhips will not ſteer well, they lengthen them aftward on, or put to a falſe ſtern-poſt: Merchant-men do not give ſo much Run, as a Man of War may do, becauſe the narrowing-in of the ſhips below, doth loſe much ſtowage.

Rung-heads. Are the heads, or ends of the Rung, which are made a little

little compaſſing; and do lead or direct (as it were the ſweep and mould of the Futtocks; for in theſe Rung-heads, the lines which give the compaſs and bearing of the ſhip do begin: Alſo more generally, the outward ends of the Hooks, which are in the ſame manner compaſſing, are called Rung-heads; for the ſleeper which is bolted into the other Rung-heads, is alſo bolted into theſe, and they ſay, it is bolted fore and aft to the Rung-heads.

The Rungs. Are the ground timbers, which do give the floor of the ſhip; and theſe are bolted to the Keel, being ſtrait, ſaving at the ends, where they begin to compaſs a little.

The Runner. Is a rope, which is a part that doth belong to the garnet, and the two bolt-tackles, that before (that comes in the aftermoſt ſhrowds of the fore-maſt) and that Tackle abaft (which comes in the fore maſt ſhrowds of the main-maſt) it is reeved in a ſingle block, which is ſeaſed to the end of a Pendant, and hath at one end a hook to hatch into any thing, and at the other end a double block, wherein is reeved the fall of the Tackle, or the Garnet, which doth purchaſe more than the Tackle or the Garnet would do without it; and therefore to heavy things they uſe this; but for light ones, they only uſe the Tackle with the hook, which is ſeaſed to the ſtanding part of the fall: Over-hale the Runner, that is, pull down that end which hath the hook in it, to hitch it into the ſlings, or the like.

S.

Sails. To every Yard in the ſhip there belongs a Sail, and they are called after the name of thoſe Yards, whereunto they belong: All head-ſails (that is, thoſe that do belong to the fore-maſt and bolt-ſprit) do keep the ſhip from the wind, and are uſed to flat the ſhip: All after-ſails, that is the maſt and miſſen ſails, do keep her to the wind; and therefore few ſhips are ſo well conditioned, as to Steer quarter-winds with one ſail; but muſt have one after-ſail, and an other head-ſail (as it were to countermand one another) yet ſome ſhips will ſteer with their main-top-ſail only, At ſea, they call a ſhip, a Sail: as when they deſcry a ſhip, they ſay, A ſail, A Sail. The ſails are cut in proportion, as the Maſts and Yards are in length and

bredth one another (excepting the miſſen and ſpritſail.) The miſſen ſail is cut by the Leetch, twice as deep as the maſt is long from the Deck to the Hownds, and the ſprit-ſail is $\frac{1}{4}$ as deep as the foreſails.

To Sarve. To ſarve any rope, is to lay ſynnet, ſpun-yarn, rope-yarn: a piece of canvas, or any the like upon a rope, and ſo rowl it faſt about, to keep the ropes from galling; as we ſarve the ſhrowds, at the head of the Maſt, the Boat-rope, or any the like, which are in danger of fretting againſt any part of the ſhips Maſts or Yards.

A Scarf. Is when the end of one timber, is let into the end of another, very cloſe and even, or as they term it wood and wood, that is, ſo much wood taken away of the one, as is of the other: In this manner the ſtem is faſtened to the Keel, and that is called the ſcarf of the Keel: But yet when there is a piece of timber long enough to make the Keel, then they make of it more, which are ſcarfed one into the other, ſo when the ſtem or any other timber (which ought to be entire and all one) is too ſhort, it is pieced in this manner, and that they call ſcarfing.

A Scuttle. Is a ſquare hole (ſo much as conveniently a man may go down at) cut through any Hatch or any part of the Deck to go down by, into any room, moſt commonly they are in theſe places, one cloſe before the Main-maſt, at the Main Halliards before the Knight, in the fore-caſtle; in the hatch-way, for the Stewards room; one in the Gun-room, to go down into the ſtern-ſheats; one in the Miſſen Cabbin, to go down into the Captains Cabbin, if they be put from the ſight aloft, and ſo in any place where they delight to go through one Deck, down into another: alſo for vent for the Ordnance, there are ſmall ſcuttles with gratings; they have all covers fitted for them, leſt men in the night ſhould fall into them: Alſo all the little windows and holes which are cut-out aloft in the Captains, or Maſters Cabbins, are called Scuttles.

To Seaſe, or *Seaſing.* Is to make faſt (or as you would ſay) to bind faſt any ropes together, with ſome ſmall rope-yarn, marling or any line; Alſo the faſtning of a block at the end of a pendant, Tackle, fall, garnet, or the like, is called ſeaſing, it being bound to with ſome ſmall line, or the like: So if any rope be too long (as the ſhrowds are ever) and the end be bound up unto the ſame rope with any thing, we call it ſeaſing. So that in general, the word ſeaſing, implies as much as binding any thing together, ſo as that they cannot ſlip out, as ſeaſing the

the Tacks into the clew and the like: The boats ſeaſing, is a rope made faſt into a little chain or a ring, in fore-ſhip of the boat, and is the rope which (in harbours) they make faſt the boat by, to the ſhips ſide.

A Seele. There is no difference betwixt ſeeling and heeling, but that the heeling is a ſteddy-lying down of the ſhip on a ſide, either when ſhe is a-ground, at an Anchor or under ſail, and ſailing, is a ſudden lying down or tumbling to one ſide or the other, when the ſea doth forſake her, that is, when the wave of the ſea is paſt from under, faſter than ſhe can drive away with it: then when the ſhip lies down on a ſide, after it we ſay, ſhe ſeels; the Lee-ſeel, is when ſhe rowls to Lee-ward; there is no danger in this ſeel, though it be in a great ſtorm, becauſe the ſea will preſently come under, and right her: but then when ſhe rowls back to wind-ward, the danger is, leſt ſhe ſhould come over too ſhort and ſuddenly, and ſo the water break right into her, and founder her, or carry away ſome of her upper works, as it hath faln out with many ſhips: So that ſeeling is but a ſudden heeling, forced by the motion, and fear of the ſea or wind.

Send. When a ſhip falls (whether under ſail, or at Anchor) with her head, or with her ſtern, deep in the trough of the ſea, we ſay ſhe ſends much, either a-ſtern or a-head: The reaſon of ſending with her head is, if ſhe have a little bow, not ſufficient to bear her up, and a fat quarter to pitch her fore-ward: And ſo for her ſending a-ſtern, it is contrary, when ſhe hath too lank a quarter, and too full, or fat a-bow.

To Set a-Land Sun, or *Ship by the Compaſs.* That is to obſerve by Compaſs, how the Land bears upon any point of the Compaſs; this they uſe moſt commonly to do, when they are going off to ſea from any Land, to mark how it did bear off them, that thereby they may keep the better accompt, and direct their courſe; Alſo they uſe to ſet the Sun by the Compaſs, that is, to mark upon what point it is, to know thereby the heat of the day: So when two ſhips ſail in ſight (eſpecially, when a man of War chaſes a ſhip) they will ſet her by the Compaſs, that is, mark upon what point ſhe bears, then if they ſtand both one way, as commonly they do, if the chaſe ſtrive to go away, by this we know, whether we reach-forth upon her, that is, out-ſail her if we bring her forth, ſhe out ſails us, if we bring her aft, we out-ſail her, if we alter not, then we go both alike: as for example, the wind being at North, we ſtand both a-way Weſt, and the chaſe bears North-

North-weſt (that will be on any weather-bow) then if in ſailing, I bring her to bear North-weſt, and I by North, I have brought her a point aft, and if I bring her North, I have brought her juſt with any mid-ſhip beam, and ſo I ſee I fetch upon her, and it is called bringing aft; becauſe, whereas before, ſhe bare upon my looſe, now ſhe beares upon my quarter.

Settle a Deck. When we have occaſion to lay a Deck lower, it is termed ſettling the Deck: As if her Ordnance lye to high, and we would have them lye nearer the water: or that the Decks be cloſe, and we deſire rather to ſettle the lowermoſt, than to raiſe the uppermoſt.

Sewing, or *to Sew.* When the water is gone from the ſhip, ſo that ſhe lies dry, we ſay the ſhip is ſewed, or if it be but gone from any part (as her head) we ſay the ſhip is ſewed a-head, if it be a place where the water doth ebb ſo much, that the ſhip may lie dry-round, we ſay ſhe cannot ſew there.

Shackles. Are a kind of rings (but not round) made ſomewhat long-wiſe larger at one end then the other, in the middle of the ports, on the one ſide, they are uſed to ſhut-faſt the ports with a billot, which they uſe to bar down the ports with (and that is called the bar of the port) alſo the faſhion, but ſmall ones are made faſt to the corners of the hatches, to lift the hatches up by them.

The Shank. The longeſt part of the Anchor, is called the ſhank of the Anchor.

Shank-painter. Is a ſhort chain, faſtned under the fore-maſt-ſhrowds, with a bolt, to the ſhip-ſide, and at the other end hath a rope: upon the chain doth reſt the whole weight of the after-part of the Anchor, when it lies by the ſhips-ſide, and the rope by which it is haled-up, is made faſt about a timber-head; this is ſeldom, or not at all uſed at ſea, but in a Harbour, or a Road.

Shearing. Is when the ſhip goes in and out under-ſail, and he at the Helm doth not ſtern her ſteddy: alſo where a tide-gate runs very ſwift, the ſhip will ſhear in and out, and ſo much in ſome places, that they are fain to have one ſtand at the Helm, and to ſteer her upon the tide, for fear ſhe ſhould ſhear home her Anchors (that is, draw them home) or if it be neer the ſhore, ſhe may ſhear a-ground.

Sheats. The Sheats are bent to the Clew of all ſails: In all ſails, that are low ſails, they ſerve to hale-aft, or round-aft the clew of the ſail,

ſail, but in top-ſails, they ſerve to hale-home (that is, to hale cloſe) the clew of the ſail to the yard arms, when they hale aft the ſheat of the fore-ſail, it is to make her fall off from the wind, when the ſhip will not fall off from the wind, the they flat in the fore-ſheat, that is, pull the ſail flat in by the ſheat, as neer into the ſhips ſides as may be. Eaſe the Sheat of the Sail, that is, to veer-out, or let go a little of it. Let fly the Sheat, that is, let it it run out as far as it will, and then the ſail will hold no wind, but lie floating looſe (and then if it be an extraordinary ſtreſs of wind) it will ſplit the gale to pieces; but this we do both with top-ſail-ſheats, and the other ſheats, when we ſuſpect the wind will be ſo great that it will carry our maſts by the boord, or over-ſet the ſhip: Alſo in great ſtiff-gales, we uſe to bind another rope to the clew of the ſail above the ſheat block, to ſuccour and eaſe the ſheat, leaſt it ſhould break, and that rope we call a falſe ſheat, and this is only uſed to the main, and fore-ſails: Thoſe planks under water, which come along the Run of the ſhip, and are cloſed to the ſtern-poſt, are called Sheats, and that part within-boord, abaſt, in the Run of the ſhip, is called the ſtern-ſheats.

Sheathing. Is, as it were caſing of a ſhip: It is done with thin boords, and hair, and tar laid betwixt the ſhip-ſides and choſe boords: this is done only under water, or a very little above; the uſe whereof is to keep the worms from eating through the planks as generally in all places to the South-ward, they do; the thinner the boords the better, for then, the worm will be preſently at the Tar (which he cannot abide) and ſo hath no means nor room to work in and and out of the plank, and ſo will eat away more when it is thick, then when it is thin.

Sheep ſhanks. When two maſts, or yards, or if it be but poles, are ſet up an end a pretty diſtance off at the bottom, but ſeaſed a-croſs one another aloſt neer the top, we call them a pair of ſheers: To this ſeaſing, is faſtned a double block with a ſtrap, they are placed at the bottom upon the chain wales of the ſhrowds, and there are laſhed faſt to the ſhip ſides, to keep them ſteddy aloft: The uſe of them is either to ſet in a maſt, or to take out a maſt, or if they have no maſt, this ſerves to hoyſe in and out goods.

Sheer-hooks. Are great hooks of Iron (about the bigneſs of a ſmall ſickle, and more) they are ſet into the yard arms of the main and fore-yards: The uſe whereof is, that if a ſhip under ſail come to

boord

boord her that hath theſe hooks; ſhe will cut her ſhrowds, or tear her ſails down with theſe hooks; ſome do uſe them, but they are moſt unuſeful and unneceſſary things, and dangerous for the breaking of a yard, if the hook ſhould catch in the other ſhips maſt.

Sheevers. There are two ſorts of Sheevers uſed, either of braſs or wood; the braſs ſheevers are now little uſed but in the heels of the top-maſts: the wooden Sheevers are either of one whole piece; and theſe they uſe for all ſmall pullies, and ſmall blocks: but in the Knights and winding-tackles-blocks, they uſe ſheevers which are made of quarters of wood let-in to each other; for theſe will hold when the whole ſheevers will ſplit, and are called quarter-ſheevers.

Shoares. Are any pieces of timber, or any thing elſe, that is ſet to bear up another from ſinking or falling, as when a ſhip is in danger of other-throwing a-ground, we laſh faſt maſts or yards to their ſides, they bearing on the ground, and theſe we call ſhoars, ſhoaring her up; alſo ſome timbers, that are ſet to bear up a Deck when it is weak, or over-charged with weight, are called ſhoares.

The Shore. Is counted the land neer the ſea, or the bank of the ſea: The Lee-ſhore, is that whereon the wind blows; Sea-men avoid theſe by all means, for they are dangerous if it over-blow: the weather-ſhore is that from whence the wind comes.

Shot. There are many kinds of Shot; that which flies fartheſt, and pierceth moſt, is round-ſhot, the next is croſs-bar, which is good for ropes, ſails and maſts, The other langrell, which will not fly ſo far, but is very good for the rigging, and the like, and for men; ſo is chain-ſhot and caſe-ſhot, or barrel-ſhot, which is good to ply amongſt men which ſtand naked, plying of their ſmall-ſhot.

Shot of Cabell. Two Cabels ſpliced together make a ſhot, and the uſe of them is great in deep waters, and great roads, for a ſhip doth ride much eaſier by one ſhot, than by three ſhort cabels a-head. *Vide Ride.*

Showle. Showle and ſhallow are all one: When they ſay there is very good ſhowling, it is meant that the water doth grow ſhallower, by degrees, and not ſuddenly: nor ſometimes deep, and ſometimes ſuddenly a-ſhowle, or bank: It is very ſafe and commodious going in with a ſhore, where there is good ſhowling, for by that we have ſome certainty whereabouts we are, and how far diſtant from the land, if

the

the ſhowling be firſt known, and commonly where there is good ſhowling, the coaſt is not dangerous.

Shrowds. The Shrowds are thoſe Ropes which come from either ſide of all the Maſts, the Miſſen-main-maſts, and the fore-maſt-ſhrowds, have at the lower end dead-men-eyes ſeaſed into them; and are ſet up taught by Lanniers, to the chains, which have alſo dead-men-eyes in them: At the other end they are faſtned over the head of the Maſt, the Pendants, fore tackle and ſwifters being firſt put on under them: At this uppermoſt part they are ſarved, for galling againſt the Maſt: The top-maſt ſhrowds, are in the ſame manner faſtned with dead-men-eyes and Lanniers to the puttocks, and the plates of Iron which belong to them; and aloft over the head of the Maſts, the other: eaſe the ſhrowds, ſlack the ſhrowds, that is when they are too ſtiff ſet up: Set taught the ſhrowds; ſet up the ſhrowds; that is, make them ſtiffer: Some ſhips deſire to have the ſhrowds taught, ſome ſlack; the Lanniers are to ſet up the ſhrowds, *Vide* Lanniers; the Bolt-ſprit hath no ſhrowds.

The Sillender. The bore, or hollow concave of a Piece of Ordnance, is called the Sillender.

Sidnet. Is a line or a ſtring made of rope-yarn (commonly of 2, 6, or 9, which are divided in three parts, and platted one over an other, as they platt horſes mains) and ſo is beaten ſmooth and flat with a Mallet, the uſe of it is to ſarve ropes.

The Skegg. Is that little part of the Keel, which is cut ſlaunting, and is left a little without the ſtern-poſt: The reaſon and uſe whereof, is only intended to be, that it ſhould ſave the Rudder from beating off, if the ſhip ſhould chance to beat a-ground, but theſe Skeggs are very unuſeful and inconvenient: for firſt they are apt to ſnap-off, and ſo endanger the ſtern-poſt next in a Harbour or River: Where ride many ſhips, they are apt to catch another ſhips cabels, betwixt that and the Rudder: And laſtly, when the ſhip is under-ſail, they hold much dead-water, betwixt them and the Rudder, therefore it is better to have no Skegg, but to hang the Rudder down cloſe to the ſtern-poſt, with the bottom even to the bottom of the Keel, only pared away a little ſloaping towards the after-moſt ſide of it.

The Skiff. Vide *Boat.*

Skuppers, or *Skupper-holes.* Are the holes cloſe to all the Decks,

through the ſhip-ſides, whereat the water doth run forth of the ſhip, from the Decks, and many ſhips have them made of lead.

Skupper-leathers. Are the round leathers, which are nailed over the skupper-holes, that belong to the lower-deck, which will keep out the ſea-water from coming in, and yet give leave to any water to run-out of the Deck; theſe are alſo over the skupper of the marger.

Skupper-nailes. Are little ſhort nails with broad-heads, made of purpoſe to nail on the skupper-leathers, with theſe alſo they nail on the coats of the Maſts and Pumps.

A Slatch. When any part of a cabel or rope (that is meant of the middle, not of the end) doth hang ſlack without the ſhip (as the cabel, when it is ſlack in the water, or the Lee-tack, ſheats, braces or the like, do hang in the water, or looſe by the ſhips ſides (then they ſay, hale up the ſlatch of the rope or cabel: Alſo when it hath been a ſet of foul weather, and that there comes an interim, or ſmall time of fair weather to ſerve their turns, they call it a little ſlatch of fair weather, or the contrary.

Sleepers. Are thoſe timbers, which lie fore and aft the bottom of the ſhip; on either ſide the Keelſon, juſt as the rung-heads do go; the lowermoſt of theſe, is bolted to the Rung-heads, and the uppermoſt to the futtocks; and ſo theſe between them do ſtrengthen and bind-faſt the futtocks, and the Rungs which are let down, one by another, and have no other binding but the ſleepers: Theſe do line-out (as it were,) and deſcribe the narrowing of the ſhips floor.

Slings. There are firſt ſlings, to ſling-casks in (when we hoyſe it in, or any the like) which are made of rope ſpliſed at either end into it ſelf, making an eye at either end, ſo large as they think fit, to receive into it the cask: and then the middle-part of the rope alſo, they ſeaſe together, and ſo make another eye for to hitch in the hook of the tackle or Garnet: Another ſort are made long, with a ſmall eye at either end, to put the one over the breetch of the Piece, the other to come over the end of the crow of Iron, which is put into the mouth of the Piece, and ſo by theſe they hoyſe it in: A third ſort, is any rope or chain, wherewith we bind faſt the yards aloft to the croſs-trees, and the head of the maſt, to the end, that if the ties ſhould break, the yard may not come down: theſe are called Slings, which are chiefly uſed when we come to fight, for fear of cutting the ties.

To Sling. Is to make faſt any Cask, Ordnance, Yard or the like in a pair of Slings.

A Smitting-line. Is a ſmall rope, which is made faſt to the Miſſen-yard-arm, below next the Deck; and when the Miſſen-ſail is farthelled-up, this is made up alongſt with it, to the upper end of the yard, the ſail being made up with rope-yarns, and ſo comes down to to the Poop: The uſe whereof is to looſe the Miſſen ſail without ſtriking down the yard, for thep pull the rope, and that breaks all the rope-yarns, and ſo the ſail comes down; this line is called a ſmitting-line; ſo they ſmite the Miſſen, that is, pull that rope, that the ſail may come down.

A Snatch-block. Is a great block, with a Sheever in it, and a notch cut through one of the cheeks of it by which notch they reeve any rope into it, and this is for quickneſs, to reeve the rope in; for by this notch, one may reeve the middle part of a rope into the block, without paſſing it in by the end, which would be longer a doing: It is made faſt commonly with a ſtrap about the main maſt, cloſe to the upper Deck, and is chiefly uſed for the fall of the winding-tackle which is reeved in that block, and ſo brought to the Capſtain.

Sockets. The holes into which the Pintels of the Murderers, forelers, or the like do go, are called ſockets: Alſo ſome call the Gudgins, wherein the Pintels of the Rudder do hang, by the name of Sockets.

A Sound. Any great in-draught of the ſea, betwixt two headlands, where there is no paſſage through, may be called a Sound (as *Plymouth* Sound, *&c.*) But when they name the Sound, it is meant of that of the Eaſt Countries, being the moſt famous and greateſt Sea, that is known by the name of a Sound.

To Sound. Is to try with a line, a pole, or any thing elſe, the depth of the water: Alſo when we would know what water is in the well of the Pump, we put down a ſmall line with ſome weight to it; and that is called ſounding the Pump: *Vide*, Deep-ſea-line, if you would know more of ſounding: Inſtead of bidding one, they ſay, heave the Lead.

Sounding-lead. Is as the deep-ſea-lead; only it is commonly but ſeven pound weight, and about twelve inches long.

Sounding-line. The differences betwixt the ſounding-line, and deep-

ſea-line, are theſe: The ſounding-line is bigger than the deep ſea-line: A ſounding-line is commonly cut to twenty fathom, or little more, the other will be a hundred, or two hundred fathom; the one is uſed in ſhowle, the other in deep water; the deep-ſea-line, is firſt marked at twenty fathom, and ſo to thirty, forty, *&c.* but the ſounding-line is thus marked, at two Fathom next the Lead, it is marked with a piece of black leather put into it, betwixt the ſtrands, and at three fathom, the like at five, a piece of white woollen cloth, at ſeven fathom a piece of red cloth, at ten a piece of leather, at fifteen fathom either a white cloth or a piece of leather, and ſo it is marked no farther: This may be uſed when the ſhip is under-ſail, but the deep-ſea-line cannot with any certainty.

Speeks. Are as it were, great long Iron nails, with flat heads, and are of divers lengths (as a foot or two long) ſome of them are ragged ſpeeks, that they may not draw out again; they are uſed in many places for faſtning of timbers and planks in foul weather; they uſe to ſpeek up the Ordnance, that is, nail down a Quoyn and the like to the deck, cloſe to the breetch of the Carriage to help to keep the Ordnance ſtrong up to the ſhip ſides, leaſt they ſhould break looſe, when the ſhip rowls; and for their further eaſe, they uſe to take off the after-tackles.

A Spell. Is (as you would ſay) the doing any labour for a ſhort time, and ſo ceaſing for others to take their turns; as when they pump an hundred ſtrokes, or a glaſs, they call it a ſpell: A freſh-ſpell, that is others come to work, as rowing in the boat, when one ſays to another, he will give him a ſpell, that is, row or pump in his place, and this word is commonly uſed only to pumping and rowing.

To Spell. When a Sail hath much wind in it, and that for an occaſion (either to take in, or for fear of wronging the Maſts) we let the wind out of it, ſo that it may have no force in it: we ſay, ſpell the ſail, which is done by letting go the ſheats and bowlings, and bracing the weather-brace in the wind; then the ſail will lie all looſe in the wind; but this word is moſt commonly uſed to the Miſſen-ſail, when they take in the Miſſen, or ſpeek it up, they ſay, ſpell the Miſſen.

To Spend. When a Maſt or Yard is broke by foul weather, or any the like occaſion, they ſay, they have ſpent their Maſts or Yards: But if it come by fight, or ſo, they do not uſe the word ſpent, but ſhot by the

the boord, or carryed away by the boord, with a ſhot, or with another ſhips maſts or yards, that may be bigger or ſtronger.

A Spindle. Is the ſmalleſt part of the Capſtain, which is betwixt the two Decks: To the ſpindle of the jeer-capſtain, are whelps to heave the Viol.

To Splice. Is to make faſt the ends of ropes, one into the other, by opening the ſtrands, at the end of both the ropes, and then with a fid, laying every ſtrand orderly one into another; alſo when we would make an eye at the end of a rope, we take the end of the rope and undo the ſtrands, and ſo opening the ſtrands, where we would have the ſplice, with a tide, we draw in the ends of the ſtrands, and ſo weaving of them orderly, make the ſplice, and ſo ſeaſe the ends down with ſome ſynnet, or the like. There are theſe ſorts of ſplices; The round ſplice, that is the ſpliſing of the of the ends of two ropes, one into another, as I have deſcribed; the count-ſplice, that is, when the ends of either ropes are ſpliſed into the other ropes, ſome diſtance from the end, and not one end in another (as the firſt) then they will make a long ſlit (as it were betwixt them) which is the reaſon of the name.

Split. When the wind hath blown a ſail to pieces, we ſay the ſail is ſplit; alſo when ſheevers break, we ſay they ſplit, if a ſhot come and break a Carriage of a Piece, we ſay, it hath ſplit the Carriage.

To Spoon. Is to put a ſhip, right before the wind and the ſea, without any ſail (and that is called ſpooning afore.) This is done moſt commonly, when in a great ſtorm, a ſhip is ſo weak with age or labouring, that we dare not lay her under the Sea: For though a ſhip when ſhe ſpoons afore, doth rowl more, yet ſhe ſtrains not ſo much: but if ſhe be a dangerous rowling ſhip, then perforce ſhe muſt be laid under the Sea, for elſe ſhe will rowl her maſt by the boord: And alſo it is dangerous; for if a Sea ſhould overtake her, when ſhe hath a deſperate ſeel, it may chance to break in and founder her; ſometimes then to make her go the ſteddier, they ſet the foreſail, which is called ſpooning with the foreſail: When they do this they are ſure of Sea-room enough.

To Spring. When a Maſt is but crackt in any part (as at the Hownds, Partners, or elſewhere) we ſay, it is ſprung, as they ſpring their Maſts with bearing a Sail, *&c.* To ſpring ones Looſ, *Vide* Looſ.

The Spring, or *Spring-tide.* When after the dead neaps, the Tides begin to lift and grow higher, we ſay it is ſpring neer upon three days before the full and change of the Moon, the ſpring begins, and the top or higheſt of the ſpring, is three days after; then the water doth high moſt with the flood, and low moſt with the ebb, which is the reaſon, that at theſe times, we launch, and grave all of our great ſhips, the Tides alſo run much ſtronger, and ſwifter than in the neaps.

Sprit-ſail, Vide *Sail.*
Sprit-ſail-top-ſail. Vide *Sail.*
Sprit-ſail-top-maſt. Vide *Top-maſt.*
Sprit-ſail-yard. Vide *Yard.*

Spunge. The Spunge of a Piece of Ordnance, is that which makes it clean; they are commonly Sheep-skins put at the end of a ſtaff, which is made ſomewhat bigger there according to the bore of the Piece, ſo as the Spunge may go in full and cloſe, but not too ſtraight: but we have it alſo fitted to the ends of a ſtiff rope, ſo is the rammer alſo, to ſpunge, and lade within-boord: we ever ſpunge a Piece of Ordnance, before we put in Powder: In fight, when the Ordnance is plyed faſt, to keep it from heating, we wet the ſpunges: Urine is the beſt, but elſe with Vineger, Water, or what we have.

Spun-yarn. Is Rope-yarn, the end ſcraped thin, and ſo ſpun one to the end of another, with a wrench, and make it as long as they liſt: This ſerves to ſarve ſome ropes with, but moſt commonly it is made to make caburn of.

Spurketts. Are the holes, or ſpaces betwixt the Futtocks, or betwixt the Rungs, by the ſhip-ſides, fore and aft, above and below: To the ſpurketts below in howld (which are below the ſleepers) there are boords fitted, which they take up, to cleer the ſpurketts if any ballaſt get betwixt the timbers; but for thoſe aloft, there is no uſe: only, it were good, they were in all ſhips, fitted up with light wood, or old Junks, to keep the ſhip-ſides aloft, Musket-free.

Standing parts of Running ropes. The ſtanding parts, are thoſe parts of running ropes (or rather that end of a running rope) which is made faſt to any part of the ſhip, to diſtinguiſh it from the other part, whereon we uſe to hale: (as the ſtanding part of the ſheat, is that part which is made faſt, by a clinch into a ring of the ſhips-quarter, and the like,) for when we ſay, hale the ſheat, that is meant by

by the running part; but if they ſay, over-hale the ſheat, then they hale upon the ſtanding part; the ſame is of all tackles, and running ropes.

Standing ropes. Are counted all thoſe ropes (as the ſhrowd ſtages, and back-ſtages) which are not uſed to be removed, or to run in any blocks; but are only ſet taught, and ſlacker as they have occaſion.

To ſtay, or bring a ſhip a ſtay. When we tack the ſhip, before the ſhip can be ready to be tacked, ſhe muſt come a ſtages or a-back-ſtages, that is, when wind comes in at the bow which was the lee-bow before, and ſo drives all the ſails backward, againſt the ſhrowds and maſts, ſo that the ſhip hath no way, but drives with the broad-ſide: the manner of doing it is, at one time, and together, to bear up the helm, let fly the ſheat of the fore-ſail, and let go the fore-bowling, and braſe the weather braſe of the fore-ſail, the ſame to the top-ſail, and top-gallant ſail, only they keep faſt their ſheats: If the ſprit-ſail be out, then they let go the ſprit-ſail ſheat with the fore-ſheat, and braſe the weather braſe; (the Tacks, Sheats, Braſes, Bowlings of the main-ſail, main-top-ſail and miſſen ſtanding faſt as they did) to be taken a-ſtages: that is, when the wind comes contrary on the ſudden; (which happens moſt upon head-lands on calm weather) and ſo bring the ſhip a-ſtages: ſometimes by the negligence of him at the helm, ſometimes if it be little wind, and a head-ſea, on the weather-bow: A ſhip may miſs ſtaying, that is to fall back and fill again: The beſt conditioned ſhips, are thoſe which ſtay with leaſt ſails, as with two top-ſails, or fore-top-ſail, or miſſen, but no ſhip will ſtay with leſs ſail than thoſe, and few with ſo little.

Stages, and Back-ſtages. All the maſts, top-maſts, and flag-ſtaves have ſtages, (excepting the ſprit-ſail-top-maſt) the main ſtay is made faſt by a Lannier, to a collar, which comes about the knee of the head: The main top-maſt ſtay is made faſt into the head of the fore-maſt, by a ſtrap, and a deadman-eye there: The main-top-gallant maſt, is in like manner made faſt to the head of the fore-top-maſt: the fore-maſt and maſts belonging to it, are in the ſame manner ſtayed at the bolt-ſprit, and ſprit-ſail-top-maſt; and theſe ſtayes do likewiſe help to ſtay the bolt-ſprit; the miſſen ſtay comes to the main-maſts by the half deck, and the top-maſt-ſtays come to the ſhrowds with crow-feet: The uſe of theſe ſtays, are to keep the maſts from falling aftward towards the Poop: There is much difference, in ſtay-

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ing of maſts in reſpect of a ſhips ſailing or working: Generally the more aft the maſts hang, the more a ſhip will keep in the wind, and the forwarder the leſs: The *Flemmings* ſtay their maſts much aft, becauſe elſe their ſhips being lofty ſhips would never keep a wind; but ſhort and deep ſhips rather covet upright maſts: There are many differences of conditions in ſhips for their ſailing, according as they are ſtayed, for ſome will have the ſtay taught, ſome ſlack: The back-ſtays of all maſts (which have them) which are only the main maſt and fore-maſt, and the maſts belonging to them, go down to either ſide of the ſhip, and are to keep the maſt from pitching forward-on over boord.

The Sterne. All the after-moſt part of the ſhip, is called the ſtern, (by a general appellation) but moſt exactly conſidered, only the very outwardmoſt part abaſt is the ſtern; for the quarter is counted to be from the ſteeridge to the tranſom and faskion-piece of of the ſtern.

Stern-ſheats. Vide *Sheats.*

To Steer. Is to govern the ſhip with the helm: He ſteers beſt, that keeps the ſhip eveneſt from yawning in and out, and alſo that uſes leaſt motion in putting the helm too far over: There are three kind of directions to ſteer by, the one is, by the land, that is, to ſteer by any mark on the land, and ſo to keep the ſhip even by that, that is eaſie: The next is, by the compaſs (that is to keep the ſhip upon a point of the Compaſs: this is harder, becauſe the ſhips head will come before the compaſs: The third is ſteer to, as they are directed, and conded (and that is eaſieſt of all;) If you would know the terms belonging to ſteering, *Vide* Cond.

The Steeridge. Is the place where they Steer, out of which they may ſee the leetch of the ſails, to ſee if they be in the wind or not.

The Stem. The Stem of the ſhip, is that great timber, which comes compaſſing from the keel (wherein it is skarfed) up before the fore-caſtel, this, it may be, is not all of one timber (as in great ſhips it cannot.) And this doth guide the rake of the ſhip; when two ſhips ſtand Stem for Stem, they come right with their heads one againſt another: To give a ſhip the Stem, that is, to run right upon her with the Stem: to go Stemming a-boord a ſhip, that is the ſame, as giving the ſhip the ſtem.

A Stepp. They call that piece of timber, which is made faſt to the

the Keelſon, wherein the main-maſt doth a ſtand, Step: Alſo thoſe places and timber, wherein the miſſen-maſt, fore maſt, and the capſtain do ſtand, are called Steps.

To Steve, or *Steving*. We ſay the bolt-ſprit, or beak-head Steves, when it ſtands too upright, and not ſtraight forward enough: Alſo the Merchants call the ſtowing of their Cottons (which they force in with skrews ſo much that the Decks will riſe 6, or 8, inches) Steving of Cottons.

Stewards Room. Is that part of the Howld, wherein the Victuals are Stowed.

Stoaked. When the water cannot come to the well, then we ſay, the ſhip is Stoak: and that is, when the limber-holes, have ſome ballaſt, or any thing elſe got into them, ſo that the water cannot paſs, we ſay the limbers are Stoaked: Alſo when any thing is gotten in, or about the bottom of the Pump, ſo that it cannot draw water, we ſay the Pump is Stoaked (Corn, and the like, is very bad for this.)

Stop. When they come to an Anchor, and have let run out as much as a ſufficient quantity of Cabel, ſo much as will make the ſhip ride, or that the ſhip be in a current, where it is beſt to ſtop her a little by degrees, then they ſay, Stop the ſhip; and ſo hold-faſt the Cabel, and then veer out a little more, and ſo ſtop her fully, to let her ride: for ſtopping leaks, *Vide* leaks.

A Stopper. Is a piece of Rope, having a wale knot at one end and a lannier ſpliſed to it: and the other end is made faſt to ſome part, as the Stoppers for the Cabels to the bottom of the bitts, by the Deck; the Stoppers for the main Halliards, to the Knight: the uſe of them, is chiefly for the Cabels, to ſtop the Cabels when they come to an Anchor, that it may go-out by little and little, the manner is, but binding the wale knot about the Cabel with the Lanniers, and it will inſtantly catch hold in it, ſo that it cannot ſlip-away, as the Nippers do, which hold off the Cabel; the term is, laying on the Stoppers, and caſting off the Stoppers: Alſo we uſe them to the Halliards, when the yard is hoyſed aloft, to ſtop it till the Halliards be ſo layed: A ſhip rides by the Stoppers, when the Cabel is not bitted, but only held faſt by them; but this is not ſafe riding in a ſtreſs.

To Stow. Is to put any goods in Howld (in order, for elſe we ſay it is not ſtowed, but lies in Howld) alſo we call it ſtowing between

the Decks of any goods or victuals be placed in order upon the Decks: but is not uſed in this kind to ſmall things, as to a Cheſt or the like; Alſo the placing and laying the top-ſails in the top, is called Stowing the top-ſails.

A Strake. Is the term for a ſeam betwixt two planks (as the Gard-boord, a-Strake; or the ſhip heels, a-Strake, that is one ſeam) ſome ſhips are built with a ſtanding ſtrake, or two, that is, when there is the whole bredth of a plank or two, riſing from the Keel, before they come to the floar timbers; theſe ſhips are naught to lie with the ground, for wringing their Keels; but this doth make them keep an excellent wind, this built is moſt uſed amongſt the *Flemmings.*

A Strap. A rope which is ſpliſed about any block, that the block thereby may be made faſt, to any place where they have occaſion to uſe it: by the eye which is made in the Strap, at the arſe of the block.

A Stream-Anchor. Is a ſmall Anchor, which we uſe to the ſtream-cabel.

Stream-Cabel. Is a ſmall Cabel, which we ride withall in ſtreams, as Rivers, or in fair-weather, when we ſtop a-tide, for ever we uſe the ſmalleſt ground tackle that we have if it will ſerve, both for lightneſs to waigh, and to ſave the beſt from wetting.

A Stretch. They uſe this word, not as it is commonly, to ſtrain a rope, but thus, when they go to hoyſe a yard, or hale the ſheat, they ſay, ſtretch forward the Hilliards, or the ſheats: that is, deliver along that part (which they muſt hale by) into the men's hands, that they may be ready to hoyſe or hale.

To Strike. Is to pull down the ſails, when one ſhip Strikes to an other, it is a ſign of reſpect, unleſs it be for occaſion of ſtaying for one: If a man of War come up, with a Merchant, or any other, if he ſtrike, it is intended that he yields himſelf: Alſo when a ſhip beats upon the ground, they ſay ſhe Strikes: So when we take down the top-maſts, they ſay, Strike them down: So when we lower any thing into the howld with the tackles or any other rope, we call it ſtriking down into Howld.

Studding-ſails, Vide *Boome.*

A Stirrop. When a ſhip by any miſchance, hath loſt a piece of her Keel, and that we cannot come well to mend it, but (as it were) patch a new piece unto it, they bind it with an Iron, which comes under the Keel,

Keel, and ſo upon either ſide the ſhip, where it is nailed very ſtrong with ſpeeks to ſtrengthen it, this piece ſo put to the Keel, we call a Stirrop.

Suck. When all the water is pumped out, and that the Pump doth draw-wind, we ſay, ſhe ſucks: Alſo when a ſhip doth draw down the Helm, and doth (as it were) ſuck the whip-ſtaff out of his hand at the Helm: A ſhip gripes, when ſhe doth thus; the reaſon may be either too much foulneſs, the ſtanding of her maſts too much aft, or ſhe may be out of her trim.

Surge. We call a wave a Surge; but it is uſed in this ſenſe, when they heave at the cap-ſtain, and the cabel ſlips back again, they ſay the cabel ſurges; to prevent which, *Vide* Nippers.

Swifters. Do belong to the main and fore-maſt, and are to ſuccour the ſhrowds, and keep ſtiff the maſt, they have the Pendants, which are made faſt under the ſhrowds, at the head of the maſt with a double block, through which is reeved the ſwifter, which at the ſtanding part hath a ſingle block with a hook, which is hitched in a ring by the chain-wale, and ſo the fall being haled doth help to ſtrengthen the maſt: And this fall, is belayed about the timber-heads of the lower rails aloft.

Swifting. When we bring ſhips a ground, or careen them, we uſe to ſwift the maſts, to eaſe them, and ſtrengthen them, which is done in this manner, they laſh faſt all the Pendants of the ſwifters, and tackles with a Rope, cloſe to the Maſt, as neer the blocks as they can: Then they carry forewards the Tackles, and ſo bowſe them down as hard, and taught as they can: and this eaſes the Maſts; ſo that all the weight of the Maſt, doth not hang by the head as otherwiſe it would, and alſo doth help to keep it from riſing out of the ſtepps.

T.

T*Acks.* Are great Ropes, having a wale-knot at one end, which is ſeaſed into the Clew of the Sail, and ſo reeved firſt through the Cheſtree, and then comes in at a hole of the ſhip-ſide: The uſe of this is to carry forwards the Clew of the Sail, and to make it ſtand

cloſe, by a wind: and then the Sails are thus trimmed: The main Tack-fore-ſail, and Miſſen-Tacks, are cloſe a-boord, or haled as foreward-on as may be, ſo are the Bowlings of the weather-ſide: the Lee-ſheats are haled cloſe aft, but the Lee-ſheats of the fore-ſail, not ſo much unleſs the Ship-gripe: the Lee-braſes of all the yards, are braſed aft: and the Top-ſails are governed, as the Sails whereunto they belong: And hence they ſay, a ſhip ſtands or ſails cloſe upon a Tack (that is cloſe by a wind) Hale-aboord the Tack, that is to have it down cloſe to the Cheſtrees: Eaſt the Tack (that is, not ſo cloſe a-boord): Let riſe the Tack (that is, let it go all out) it is commonly belayed to the bitts, or elſe there is a Kevel which belongs to them: Theſe Tacks do only belong to the Main ſail, and Miſſen, and they are ever made Tapering.

To Tack-a-Ship. To tack the ſhip, is to bring her head about, to lie the other way: as if her head lay firſt Weſt-North-Weſt, now it will lie Eaſt-North-Eaſt: the wind being at North. Then ſuppoſing the ſhip hath all her Sails out, which we uſe by a wind, thus they do: firſt, they make her ſtay (for which *vide* to ſtayes,) when ſhe is ſtayed, then they ſay, ſhe is Payed, and ſo let riſe, and hale, that is, let the Lee-tack riſe and hale after the ſheats: and ſo trim all the Sails by a-wind as they were before: that is, Caſt off that Bowling, which was the weather-bowling, and now ſet up-taught thither, and ſo all Sheats, Braſes, and Tacks, as a ſhip that is trimmed by a-wind muſt have.

Tackles. Are ſmall Ropes which run in three parts, having either a Pendant with a hook to it, or a Rammer, and at the other end, a block and hook, to catch hold, and heave in Goods into the ſhip: there are theſe many ſorts uſed, that is, the Boats-Tackles (which ſtand one on the main-maſt ſhrowds, the other on the fore-maſt ſhrowds, to hoyſe in the Boat, and do ſerve alſo for other uſes) the Tackles which belong to the maſt (which ſerve in the nature of ſhrowds, to keep the maſt from ſtraining) The Gunners Tackles (with which they hale in and out the Ordnance) and laſtly, a winding tackle (which *vide.*) The Ropes of a Tackle is called the fall (that part which we hale upon) but that end whereunto the block is ſeaſed, is called the Standing part; to hale upon Tackle, is termed to Bowſe upon the Tackle.

Tallee. When they hale aft the Sheats of the Main or Fore-ſail, they ſay, Tallee aft the Sheats.

Tampkin. Is a ſmall piece of wood, turned fit for the mouth of any piece, which is put in there, to keep out the Rain, or ſea water from waſhing in, when the pieces lie without boord.

Tapering. Is when any rope or any thing elſe, is made bigger at one end, than the other: (as the Tacks are made Tapering) which makes them purchaſe the better, and ſaves a great deal of Stuff, becauſe the Rope at one end bears little, or no ſtreſs; I have ſeen in *Flemmings*, the top-ſail ſheats Tapering.

Taper-bore. Is when a Pieces bore is wider at the mouth, than towards the Breech: ſome are of opinion, that theſe Pieces do not recoyl ſo much, but they are not ſo good: for ſometimes if the ſhot be too high, it may be it will not come home to the powder, which is dangerous for the Piece.

Tar-pawling. Is a piece of Canvas that is all Tard over to Laſh upon a Deck, or Grating, to keep the Rain from ſoaking thorough.

Taunt. Is when a Maſt is very high for the proportion of the ſhip, we ſay it is a Taunt-matt, the *Flemmings* have them ſo, for the moſt part: for Taunt-maſts, and narrow-yards are beſt to ſail by a-wind: for the Sails ſtand ſo much the ſharper: but yet they do wring a ſhip-ſides more then a ſhort maſt, and a broad yard: which is the reaſon that our ſhips uſe ſhort-maſts and broad-yards.

Taught. That is to ſet a Rope ſtiff and faſt, as we ſay, Set Taught the Shrowds, the Stays, or any other Rope, when it is too ſlack.

A Tempeſt. When it over-blows ſo exceedingly, that it is not poſſible to bear any ſail, and that it is a-wind mixt with Rain, or Hail, they call it a Tempeſt, which they accompt a degree above a ſtorm.

The Thaughts. Are the ſeats, whereon thoſe that Row in the Boat do ſit.

Thight. When a Ship is ſtaunch, and makes but little water, ſhe is thight: which is quickly known by the ſmell of the water, for if the water ſtink much, it is a ſign it hath laid long in the ſhip, and if it be ſweet, it is a ſign it comes in newly.

Thowles. Are the ſmall pins, which they bear againſt with their Oars, when they Row: and ſtand in holes upon the upper-ſide of the Gun-wale of the Boat, they are commonly made of Aſh for toughneſs.

Thwart-Ships. That is any thing that is done, or lies a-croſs the

Ship, from on ſide to another, we ſay it lies Thwart-Ships: and the contrary is Longſt: that is a-long the ſhip.

Tides. This word Tide, is common both to ebbe, and flow, for it is called Tide of Ebbe, as well as Tide of Flood: A wind-ward-Tide, is when the Tide runs againſt wind; then the Sea breaks moſt, and goes higheſt; but a ſhip, or Anchor ſtrains the Cabels leaſt a Lee-ward-Tide, that is, when the Tide and wind goes both one way, then the Sea is ſmoother: A Tide-gate, that is, where the Tide runs ſtrong. To Tide it over, or up to a place, that is, to go with the Tide of Flood, or Ebbe, and ſo ſtop the contrary Tide at an Anchor, till the ſame Tide come again: and this is uſed, when the wind is contrary, but doth not over-blow: for then they cannot ſtop at an Anchor, and if they keep under-ſail, they will loſe more in one Lee-ward-Tide, than they ſhall get in two wind ward-Tides: When they ſay, it flows Tide, and half-Tide in any place, the meaning of it is thus: (for the ſpeech is moſt improper to common underſtanding, implying as much as if they did flow a Tide and a half in ſome places together, and but half an Ebb) that the Tide doth run three hours (which is four points,) longer in the offing then it doth by the ſhore: by longer, is not meant more hours (for it doth ever Ebb and Flow ſix hours) but thus, If it be high-water, at the ſhore, at twelve a Clock, it ſhall not be high-water in the offing till it be three a Clock, (which is the compaſs and time for the running of half a Tide) ſo according as it Ebbs or Flows more, they ſay it runs Tide, half, and half quarter (that is, five points) when they come into a Harbour, or over a Stand, they ſay, they will bring their Tide with them, that is, to come with the flood, which may carry them over: Note, that where it flows Tide, and half-Tide, that though the Tide of flood run aloft, yet the Tide of Ebb runs under-foot, that is, cloſe by the ground: And ſo for the tide of Ebb, it will flow under-foot.

Ties. Are four ſtrand-ropes, hauſer-Laid, which is in reſpect, that this kind of laying doth not ſtretch ſo much as three-ſhrowd-ropes, and beſides, run ſmoother in the hounds. Theſe are the Ropes by which the yards do hang, and do carry-up the yards when the Hilliards are ſtrained to hoyſe the yards: The main-yard and the fore-yard-ties, are firſt reeved through the Ram-head, then through the hounds at the head of the Maſt, and ſo with a turn in the Eyes of the

ſlings

ſlings which are mad faſt to the yard, they are ſeaſed faſt, and cloſe to the yard: the Miſſen-yard and top-Maſt-yard, have but ſingle ties: that is, one doth run in one part, the ſprit-ſail-yard hath one, for it is made faſt with a pair of ſlings to the bolt-ſprit.

Tiller. The Helm, and the tiller is all one, therefore (*Vide* Helm) only the word Tiller is moſt properly uſed for that which we ſteer the Boat by; as they ſay, give me the Tiller of the Boat, not the Helm, yet it is all one in uſe.

Tire. When a Deck hath Ordnance fore and aft (though there want ſome) we call that a Tire of Ordnance; ſome ſhips have two Tire or three, the fore-caſtle and the half Deck being furniſhed, make half a Tire; the Cabel Tire, that is, the row which is in the middle of the Cabel when it is Quoyled up.

Top-Armors. Are the Clothes, which are tyed about the tops of the Maſts for ſhew: and alſo for to hide men in fight, which lie there, to fling fire-pots, uſe ſmall ſhot, or the like.

Top-Gallants. Are the Maſts above the top-Maſts, theſe ſails do draw very much Quarter-winds, in a Loom or freſh Gale, ſo it blow not too much.

Top-Maſt. The top-maſts are ever half ſo long as the maſts unto which they belong: but there is no one abſolute proportion in theſe and the like things: for if a man will have his Maſt ſhort, he may the bolder make his top-maſt long.

Top-Ropes. Are thoſe Ropes wherewith we ſet, or ſtrike the top-Maſts: they belong only to the Main and Fore-top maſt: this Rope is reeved through a great block, which is ſeaſed under the Cap on one ſide, and then it is reeved through the heel of the top-maſt, where is a braſs ſheaver, which is placed thwart ſhips, and then is brought up and made faſt on either ſide of the Cap, with a Clinch to a Ring which is faſtned into the Cap: the other part comes down by the ties, and ſo is reeved into the knight, and brought to the Cap-ſtain when they heave it.

To Towe. Is to drag any thing a ſtern the ſhip in the water, as to tow the Boat, or to tow a ſmall ſhip, or the like, with a Hawſer out a-ſtern. The nearer any thing is to the Boat, or the like when it is towed the leſs it doth hinder the ſhips way: but the farther off the eaſier it is, for that which is towed, for then the ſhip will not give ſuch twitches.

Tranſome.

Tranſome. That timber which lies athwart the Stern of the ſhip, betwixt the two faſhion-pieces, and doth lay out her breadth at the Buttock, is called the Tranſome: This juſt is under the Gun-Room-port, a-ſtern: to lie with a ſhips tranſome, that is to lie juſt with the end of the planks where they are faſtned to the faſhion-pieces a-ſtern: to come in a ſhips-tranſome, that is, juſt betwixt her Gun-Room-port, and her Quarter port: this is the ſafeſt coming-up, for their ſhips are moſt naked; and their Gallies do uſe to come-up, but now they begin to cut out ports cloſe by the tranſome.

Travers. We call the way of the ſhip (in reſpect of the points whereon we ſail, and the Angles which the ſhip makes in going to, and again) the travers of the ſhip; as we ſay, A man doth travers his ground, when he goes in and out: we uſe to note how many hours the ſhip hath gone upon a point, what ſails ſhe hath forth, how neer a wind, and ſo judge what way ſhe makes: this we ſet-down upon a paper beſides the Plot, which we call a travers, and then drawing a line from the place where we laſt were, to that place, where the laſt Prick or Mark is, we ſet in the whole: what Courſe and how far we are gone: this we call a dead reckoning, then if we can obſerve and find the obſervation, and this meet, we are ſure we are right, otherwiſe we truſt more to the obſervation, and reform our Reckoning by that: Alſo the laying and removing a piece of Ordnance, till it come to lie with the mark, is called the traverſing of the Piece.

Traverſ-boord. Is a boord which they keep in the Steeridge, having the thirty two points of the Compaſs marked in it, with little holes on every point, like a Noddy-boord, that is for him at the Helm, to keep (as it were) a skore, how many Glaſſes they have gone upon of the Compaſs, and ſo ſtrike a pin on that point: This is to ſave the Maſter a labour, who cannot with ſo much curioſity, watch every wind and courſe ſo exactly as he at Helm, eſpecially when we go by a wind, and the wind veers and hulls.

Tree-nells. (*Quaſi* nails are made of tree) Are the long wooden pins made of the heart of Oak, wherewith they faſten all the planks unto the timbers, for though we bolt the bulk-heads for the better aſſurance and ſtrength, yet the tree-neells are they which do moſt faſten the planks (for we do uſe as little Iron under water, as we may conveniently, leſt the ſhip ſhould grow Iron-ſick) Theſe tree-nells

muſt,

muſt faſten the planks (for we do uſe as little Iron under water, as we may conveniently, leſt the ſhip ſhould grow it on-ſick.) Theſe tree-nels muſt be well ſeaſoned, and not ſappy, for then the ſhip will be continually leaky, and it will be hard to find: If a ſhip by any beating upon the ground, do make a give-back, and come a little out again, they term it ſtarting of a tree-nell.

Treenell-trees. Are joyned to the croſſe-trees, and do lye croſs each other, and ſerve to the ſame uſe; they differ only that the tree-nell-trees are thoſe which go long ſhips, and the other thwart ſhips. *Vide* Croſs-trees.

To Triſe. Is to hale up any thing with a dead-rope (that is, when we hale by a rope that doth not run in any block, or hale up by any device but by hand, as if an empty cask be made faſt to a rope (that is no tackle) they ſay, triſe-it-up, or any cheſt, or like goods, which is faſtned to a rope, and ſo haled up by hand into the ſhip we call it haling by hand, when we have not the help of any cap-ſtain, tackle or the like, which might purchaſe eaſier, but only do it by the immediate and only force of hands.

To Try. Trying, is to have no more ſail forth but main-ſail, the tacks a-boord, the bowling ſet up, the ſheat cloſe-aft, and the helm tyed-down cloſe a-boord: ſome try with their Miſſen only, but that is when it blowes ſo much, that they cannot maintain the main-ſail: A ſhip a-try with her main-ſail (unleſs it be an extraordinary grown ſea) will make her way four points afore the beam, but with a miſſen, not ſo much.

The Trim. Though commonly by the trim of a ſhip, is underſtood the ſwimming of her, either a-head, or a-ſtern, or on an even keel: In whether of theſe, the ſhip goes beſt, that they call her trim, but that is not only to be counted her trim, for ſome ſhips will go well or ill according to the ſtaying of the maſts, the ſlackneſs of the ſhrowds or the like: Therefore, in my mind, the order of the ſwiming conſidered with this fitting of her maſts, and ropes, wherein the ſhip ſails beſt, ſhould be counted her trim, and not only the line of her ſwiming in water: The ways of finding a ſhips-trim, muſt be with ſailing with another ſhip, to bring her a-head ſo many glaſſes, then a-ſtern as many, then on even keel: That way which ſhe goes beſt, is her trim, in reſpect of her mould under-water, then to make her go better, eaſe the ſtays, or ſet them up, alſo the ſhrowds, then

wedge the maſt, or give it leave to play, and ſo in time it is eaſie (with a little diligence) to find the trim of a ſhip, : Next to men of War (whoſe dayly practice it is) the *Scotch men* are the beſt in the world to find out the trim of a ſhip, for they will never be quiet, but try her all ways, and if there be any goodneſs in her, they can make her go.

The Trough of the Sea. That is, in the hollow betwixt two ways, when we lay a ſhip under the ſea (that is, when we lay her broad ſide to the ſea) we ſay, ſhe lies in the Trough of the ſea.

Trucks. Are thoſe little wooden wheels (being made without any ſpoaks) that the carriages of the Ordnance do run-on: Alſo thoſe little round things of wood, which belong to the parcels, are called trucks.

Trunnions. Are thoſe Knobs which come from the ſide of the Ordnance, and do bear them up upon the cheeks of the carriages.

Truſſes. Are ropes which are made faſt to the parcel of the yards, and are uſed to two uſes, one to bind-faſt the yard to the maſt, when ſhe rowles either a Hull, or at an Anchor; the other is to hale-down the yards in a ſtorm or guſt; theſe belong only to the main-yard, and fore-yard; and they are all brought too, but upon occaſion, and alſo to the miſſen which hath ever a truſſe.

The Tuck. The word is ſignificant (for it is as you would ſay) the very-gathering-up of the ſhips quarter under water, if it lie low, that makes the ſhip have a fat quarter, and hinders the water from paſſing ſwiftly to the rudder: if it lie high, the ſhip muſt be well laid out in the quarter, elſe ſhe will want bareing, for her after-works, which being ſo high and weighty, do charge a ſhip much.

A Turne. Vide *Board.*

V.

Veere. To veer-out a rope, is to put it out by hand, or to let it run-out when you may ſtop it; (as veer more Cabel, that is, let more run-out:) Veere it is generally uſed to the letting out of more rope to thoſe ropes which are uſed without-boord, as to the boat-rope, log-line, or any rope whereby we tow any thing: but it is not uſed to any running-rope but only to the ſheats: Veere more ſheat (that is, put out, when the wind doth go in and out, that is, ſome-

times

times to one point, ſometimes to another, and that ſuddenly, as in the ſtorms it will very much, they ſay the wind doth veer and hull.

Veering. When a ſhip ſails, and the ſheat is veered-out, we ſay ſhe goes veering: *Vide* Large, and quarter-winds, for it is all one.

A Violl. When the Anchor is in ſuch ſtiff ground that we cannot weigh it, or elſe that the ſea goes ſo high, that the main-cap-ſtain cannot purchaſe in the cabel, then (for more help) we take a hawſer, and open one ſtrand, and ſo put in it Nippers (ſome 6, or 8, a fathom diſtant from each other) and with theſe Nippers we bind faſt the hawſer to the cabel, and ſo bring this hawſer to the Jeer-cap-ſtain and heave upon it, and this will purchaſe more than the main-cap-ſtain can; The Violl is faſtned together at both ends with an eye and a wall-knot, or elſe two eyes ſeaſed together.

W.

W *Aft.* To waft, is to guard any ſhip, or Fleet at ſea, as we call men of War (which attend Merchants to conduct them ſafe along) wafters: Alſo wafts are uſed for ſignes to have the boat come a-boord (which is Coat, Gown or the like, hung-up in the ſhrowds (alſo it is a common ſign of ſome extremity, when a ſhip doth hang a waft upon the main-ſtay, either that it hath ſprung a-leak, or is in ſome diſtreſs.

The Wake. The Wake of a ſhip, is the ſmooth-water, which the ſhip doth make a-ſtern-her, ſhewing the way that the ſhip hath gone in the ſea; by this we give a judgment what way the ſhip doth make, for if the wake be right a-ſtern, then we know ſhe makes her way good, as ſhe looks; but if the wake be a point, two or more to Lee-ward, then the ſhip goes to Lee-ward of her courſe; when a ſhip doth ſtay a weather her wake, that is, when ſhe doth not fall to Lee-ward at her ſtaying but doth it quickly, and then when ſhe is tacked the wake is to Lee-ward, it is a ſign ſhe feels her helm well, and is a nimble ſhip: Ih chaſing they ſay, we have got her wake, that is, we are got as far into the wind as ſhe, and ſo go right after her as ſhe goes.

Wale, Vide *Bend.*

Wale-reared. That is, when a ſhip is built right up, after ſhe comes to her bearing, this is unſightly, and (as they term it) not ſhip ſhapen: but it makes a ſhip within boord much the roomer, and not the leſs wholſome ſhip in the ſea, if her bearing be well laid-out.

Walt. A ſhip is ſaid to be walt, when ſhe hath not ballaſt enough, to keep her ſtiff to bear a ſail.

A Warp. Is any rope which is uſed to warp a ſhip, which is moſt commonly a hawſer.

To Warp. Is to have a hawſer, or any other rope ſufficient to hale-up the ſhip, and an Anchor bent to it, and ſo to lay that out over the bar, over which we are to go, and ſo by that, to hale the ſhip forwards: It is uſed when we want a wind to carry us out, or into a Harbour, and this is called warping.

To Waſh a Ship. That is uſed at ſea, when we cannot come a-ground, or careen-her: we make her heeled-over with her Ordnance and men, upon the yard-arms to a ſide, and ſo waſh that ſide, and ſcrape it, (ſo much as out of the water, which is commonly ſome 5, or 6, ſtrakes) this is done in calmes, or in a ſmooth road.

To Waſh off the Shore. That is, cloſe by the Shore.

Waſt. Is that part of the ſhip, which is between the main-maſt, and the fore-caſtel.

Waſt-boords. Are the boords which are ſet up in the waſt of a ſhip betwixt the gun-wale and the waſt-trees; but they are moſt uſed for boats, to be ſet up alongſt the ſides to keep the ſea from breaking into them.

Waſt-clothes. By a general term, all the clothes which are round about the cake-work of the hull of the ſhip, are called waſt-clothes, and are the ſame that we call the ſights of the ſhip.

Watch. At the ſea, the ſhips company is divided into two parts, the one called the Star-boord-watch, the other the Lar-boord-watch: The Maſter, is the chief of the Star-boord, and his right-hand mate of the Lar-boord: theſe are in their turns to watch, trim ſails, pump, and do all duties for four hours, and then the other watch is to releeve them: Four hours they call a whole watch: In Harbour, and Roads, they watch but quarter watch, that is, when one quarter of the company do watch together.

Water-borne That is, when a ſhip is even juſt off the ground that ſhe floats, then ſhe is water-borne.

The

The Water-line. Is that line which the Ship-wrights do pretend ſhould be the depth that the ſhip ſhould ſwim in, when ſhe is laden both a-head and a-ſtern; for you muſt know, a ſhip never drawes ſo much a-head, as ſhe doth a-ſtern; for if ſhe ſhould, ſhe would never ſteer well.

Water-Shot. Is a kind of mooring, that is to lay the Anchors, not croſs the tide, nor right up and down the tide but (as you would ſay) betwixt both, that is, quartering.

The Water-way. That ſmall piece or ledge of timber, which lies fore and aft on the ſhips deck, cloſe by the ſides (which is to keep the water from running down there) is called the water-way.

Waving. Is making a ſign for a ſhip, or boat, to come towards them, or elſe to go from them; as the ſign is made, either towards or from-wards the ſhip.

Way of a Ship. The Rake and Run of a ſhip, is called her way foreward-on or aftward-on: Alſo when ſhe ſails a-pace, they will ſay, the ſhip hath good way, freſh way, or the like; Likewiſe in caſting the dead-reckoning, they allow her Lee-ward-way, (that is, ſo much as ſhe drives to Lee-ward, from that ſhe ſeems to go.)

To Weather. That is, to go to windward of a place or ſhip, ſometimes we are embayed, ſo that we cannot weather-a-head-land to get cleer, and then we muſt do our beſt to turn in and out, till we can have a fair wind, or claw it off.

Weather-Bow. That is, the Bow next weather, and ſo of all parts of the ſhip, or any thing that is to the wind-ward-moſt-ſide, we ſay, it is the weather-part, or a weather.

Weather-coil. Is when a Ship is a hull, to lay her head the other way, without looſing any ſail; which is only done, by bearing up the helm: It is an excellent condition in a ſhip; for moſt ſhips will not weather-coil: The uſe of it is, that when we deſire to drive with her head, the other way a-hull, then we need not open any ſail, wherewith before the Ship can come to veer, ſhe will run a great way to Lee-ward when once ſhe is before the Sea, under ſail.

Wedges. We uſe to make faſt the maſt in the partners with wedges; and alſo to put a wedge into the heels of the top-maſts to bear up the top-maſt upon the treſſel-trees.

The Whelps. Are like brackets, ſet to the body of the capſtain, cloſe under the bars, down to the deck, and are they which give the

ſweep

ſweep to the capſtain; theſe are made ſo in parts, that the cabel may not be ſo apt to ſurge as it would, if it did run upon a whole round body.

The Whip. Is that ſtaff which the Steers-man doth hold in his hand, whereby he governs the helm, and doth port it over from one ſide to another; it hath a ring at one end, which is put over the end of the helm, and ſo comes through the rowle up into the ſteeridge: In great ſhips they are not uſed, for by reaſon of the weight of the rudder and the water which lies upon it in foul-weather, they are not able to govern the helm with a whip, becauſe conveniently there can ſtand but one man at the whip.

Whoodings. The planks which are joyned and faſtned alongſt the ſhip-ſide, into the ſtem, are called the whoodings.

To Wind. To wind a ſhip, is to bring her head about, either with the boat, or with ſome oars out at her hawſe or ſtern-ports (if ſhe be a ſmall ſhip:) The ſhip winds up, that is, when ſhe comes to ride by her Anchor: when they are under ſail, they uſe to ask, how winds the ſhip, that is, upon what point of the Compaſs doth ſhe lie with her head.

Winding-tackle. The winding-tackle is thus fitted: A great double block with three ſheevers in it, which is faſt ſeaſed to the end of a ſmall cabel, which is brought about the head of the maſt, and ſo ſerves for a pendant: this hath a Guy brought to it from the fore-maſt, into the block there is reeved a hawſer, which is alſo reeved through another double-block, having a ſtrap at the end of it, which ſtrap being put through the eye of the ſlings is locked into it with a fidd, and ſo hoyſe the goods: The fall is reeved into the ſnatch-block, and ſo brought to the capſtain, whereby they heave in the goods.

Windlaſs. Is a piece of timber (having ſome 6, or 8 ſquares) and is placed from one ſide of the ſhip to the other, cloſe abaft the ſtem, aloft where the cabels come in: Theſe are never uſed in our great ſhips, but the *Flemmings* do uſe them in good ſhips: the reaſon is, for that they go very ſlightly manned, and the windlaſs doth purchaſe much more than a cap-ſtain, and with no danger to the men: for the windlaſs they heave about with hand ſpeeks put into holes made at either end, and though they cannot heave foreward, or one ſhould faile, the windlaſs will paule it ſelf: But at the cap-ſtain if any fail, they may be thrown from the cap-ſtain, and their brains beaten out againſt

againſt the ſhip-ſides, if they weigh in a ſea-gate, but the cap-ſtain doth purchaſe faſter by much; and therefore we (having men enough to man it) do uſe that: they have a windlaſs alſo in the head of the boat, to weigh the Anchor by the buoy-rope.

Wind-taught. Any thing that holds wind aloft, which may prejudice the ſhip ſailing or riding, is ſaid to be wind-taught (as too much rigging, high ropes, and the like;) Alſo when we ride in any great ſtreſs, we bring our yards alongſt ſhips, ſtrike down our top-maſts and the like: becauſe they hold wind-taught, that is, they hold wind ſtifly (for taught is as much as ſtiff in the ſenſe of ſea-language) as ſet taught the ſhrowds, that is, ſet them ſtiff.

Wood and Wood. That is, when two timbers are let into each other, ſo cloſe, that the wood of the one, doth joyn cloſe to the other.

A Worm. Is an Iron on the end of a ſtaff, wherewith they draw out the ſhot of a Piece, if there be any occaſion.

Worming. Is the laying of a ſmall rope, or line alongſt, betwixt the ſtrands of a Cabel or hawſer, The uſe whereof, is to help to ſtrengthen the cabel, or rope to which it is uſed; the *Flemmings* uſe this to new ropes, others to old ropes, that are almoſt decayed.

To Would, or *Woulding.* Is to bind Ropes about any Maſt, yard, or the like, to keep on a fiſh, or ſomewhat to ſtrengthen it: Sometimes when the whoodings give way by the over-charging of the bolt-ſprit, they are fain to Would to the Bowes: which they do, by paſſing a cabel through both ſides, and ſo bringing it in again, and with hand-ſpecks to twiſt it together as ſtrong as may be: we never fiſh any Maſt, or Yard, but we Would it alſo: And that is called the Woulding of the Maſt or Yards. Alſo thoſe Ropes, which come from the beak-head over the bolt-ſprit, and Laſhes it faſt down from riſing off the pillow, are called the Wouldings of the bolt-ſprit.

Y.

Yard. As the length of the Maſts are proportioned by the breadth of the Beam, ſo contrarywiſe, the length of the yard is proportioned by the length of the Keel: The proportion of this, is not abſolute; for he who will have a Taunt-Maſt may have the Narrower yards (and ſo contrary) but the beſt and moſt abſolute agreed on, is this,

this, the Main-yard of the Ship to be $\frac{1}{6}$ parts of the length of the Keel: The Top-ſail-yard is to be $\frac{1}{7}$ of the Main-yard: and the Main-yard for bigneſs is to be $\frac{1}{4}$ of an Inch for a yard in length: the length of the fore-yard is to be $\frac{4}{5}$ of the main-yard: The Croſs-Jack-yard, and ſprit-ſail-yard, is to be all of a length, but allow the Miſſen-yards, and ſprit-ſail-yards $\frac{1}{2}$ an Inch thickneſs to a yard in length: Top the yards, (that is, make them hang even:) the Clew-lines do properly top the main and fore-yards: but when the Top-ſails are ſtowed, then the Top-ſail ſheats will top them: Braſe the yard (that is, Travers aft that yard-arm, whoſe braſe is haled) and by the braſes we ſquare the yards, that is, make them hang right-a-croſs, and one yard arm not Traverſed more than the other: If the ſhrowds be ſet too forward, they will hinder the traverſing of the yard: Traverſing the yard, is to braſe aft the yard.

A Yaw. When the Ship is not ſteered ſteddy, but ſhe goes in and out with her head, they ſay ſhe Yawes, this doth much hinder a ſhips way; and therefore when a man of War is in chaſe, he doth put ſuch to the Helm, who can keep her ſteddyeſt and eveneſt upon a point; which is done only by Care and Judgment; to meet her with the Helm, before her head fall off, or elſe come to.

A Yoak. When the Sea is ſo rough, that men cannot govern the Helm with their hands, then they ſeaſe two Blocks to the Helm, on each ſide, at the end, and Reeving two falls through them, like Gunners-Tackles, bring them to the Ship ſides, and ſo having ſome at one Tackle, ſome at the other, they govern the Helm, as they are directed: There is alſo another way, with taking a double turn about the end of the Helm, with a ſingle Rope: The ends being belayed faſt to the Ship-ſides: And by this they guide the Helm, but not with ſo much eaſe, as the other way: Now either of theſe is called a Yoak to ſteer by.

THE END.

The Poſtſcript.

My Anchor is away.

THe wind is Room, let fall your Fore-ſail, heave out Fore-top-ſail, heave out Main-top-ſail, hoyſe up, Fore-top-ſail, hoyſe up Main-top-ſail, looſe Sprit-ſail, heave out Miſſen-top-ſail, ſquare your Sprit-ſail, a brave gale, let us have her in all her Canvaſs, heave out Sprit-ſail, Top-ſail, Fore-top-gallant-ſail, Main-top-gallant-ſail, hoyſe up your ſmall-ſails, hawle aft your Fore ſheats, I keep my Main-ſail furled, becauſe I hold if your Fore-ſail and Fore-top-ſail be good ſails, that the ſhip maketh better way now, then if her Main-ſail were down, which would becalm her Fore-ſail, and Fore-top-ſail, and the ſhip ſteereth beſt with her Head-ſails. I have of purpoſe omitted the cleering each ſeveral Rope, now at my ſetting ſail, only you muſt imagine, that the Sheats are all haled home, and the yards hoyſed up, and then you have her complete, under ſail right afore.

A Freſh-Gale.

THe wind bloweth freſh, hale down your Fore-top-gallant-ſail, hale down Main-top-gallant-ſail, in Sprit-ſail-top-ſail, let go Sprit-ſail-top-ſail, Sheats, hale home his Clew-lines, in Fore-top-gallant-ſail, in Main-top-gallant-ſail, in Miſſen-top-ſail, let go Top-gallant-ſheats, caſt off Top-gallant-bow-lines, hale home Top-

gallant ſheats, caſt off Top-gallant Bowlings, hale home Top-gallant Clew-lines, the Miſſen Top-ſail is in, and ſo is all the reſt of the ſmall ſails.

A Scant Wind.

THe wind Scanteth, veer out ſome of the weather Sheat of the Fore-ſail, let go your weather braces, top your Sprit-ſail, looſe Main-ſail, the wind veereth forward, get too your Fore-tack, caſt off your weather-ſheat, let go your weather-braſe, veer out ſome of the Lee-ſheat, let fall Main-ſail, get too Main-tack, caſt of Main-braſe, and Main-top-ſail, hale aft Main-ſheat, the wind is ſharp, in Sprit-ſail, ſquare Sprit-ſail-yard, let go Sprit-ſail Sheats, hale up Sprit-ſail Clew-lines, get Main-bow-line, in Block, hale forward Main-bowling, hale Main-top-ſail Bowling, hale taught, Fore-bowling, and fore-top-ſail Bowling, hale aft Main-ſheat, hale abroad Miſſen, ſet your Lee-braſes, and keep her as neer as ſhe will lie; here you have all your ſails, trim'd ſharp, or by a wind.

A Stiff Gale.

THe wind blows Friſking ſettle down your Fore-top-ſail, ſettle Main-top-ſail, (much wind) hale down Fore-top-ſail, hale down Main top-ſail.

A Hard Gale.

IT bloweth hard take in our Top-ſails, let go your Lee braſes, and caſt off your Bowlings, braſe your Weather-Braſes, and foil your Sails, let go Top-ſail Sheats, hale home Top-ſail Clew-lines, the Sails are furled ſquare your Top-ſail yards; here have you the ſhip brought into her courſes of low ſails.

A Storm.

IT bloweth extreme, and like to over-blow, ſee that your Main-Halliards be cleer, make all your geer, cleer to lower the Main-yard, hale down the Miſſen, caſt off Top-ſail Sheats, Clew-garnets,

garnets, Buntlines, Leechlines, Lifts, and all your other geer, (and Lower) bring the yard down, hale to the Capſtain, the yard is down, get the Sail together, and Furle it ſure, make faſt the yard for Traverſing.

A grown Sea.

THe Sea is much grown, we make foul weather, look our Guns be all faſt, it is better Spooming, put the Helm a weather and mind what is ſaid, right your Helm, let riſe Fore-tack, ſettle our fore yard, the Fore-ſail giveth way, (lower a Main) hale the Sail into the ſhip and looſe it from the Yard, get too the Fore-Bonnet, make all cleer, and hoyſe the Fore-yard; here have you the ſhip brought from all the Canvaſs to a Fore bonnet, ſpooming before the Sea.

A fierce Storm.

STarboord, Hard up, Right, Port hard, more hands (he cannot put up the Helm) the Sea breaks dangerous, have a care what is ſaid, and ſtand ſtoutly to the Helm, ſhall we get down our Top-maſts, no let all ſtand, the ſhip is the wholſommer, and hath better way through the Sea, for their being aloft, (if you have Sea-rome, it is never good to ſtrike your Top-maſts either under the Sea or before;) thus much for handling the ſhip By and Large, in fair weather and Foul, now a word or two of turning to Wind-ward.

To turn to Windward.

MY Courſe is N. and the Wind is at N. E. get your Star-boord-Tacks aboord, caſt off your Weather-Braſes, braſe upon your Lee-braſes, and hale forward by your weather Bowlings, hale taught all your weather Bowlings, and ſet in your Lee-Braſes, hale abroad Miſſen, and keep her full, and By, as neer as ſhe will Lie, *How wind you?* N. N. W. aquade wind (no Neer) hard no neer, the wind veereth forward, we ſhall have a weſterly wind,

How wind you, W. N. W. hard no Neer, *How wind you*, S. W. (make ready to go about) we ſhall lie our Courſe the other way (*Read Ready*) no Neer, give the ſhip way that ſhe may Stay, (a Lee the Helm) veer out Fore-ſheat, caſt off Lee-braces of your Fore-ſail, and Fore-top-ſail, brace upon weather-braces, (the Fore-ſail is a back-Stayes) hale about Main-ſail, let riſe Main-Tack, caſt off your Lar-boord-braces, let go Main Bowling, and Main-top-ſail Bowling, hale forward by Larboord, Main Bowling and Main-top-ſail, brace upon Starboord, Main-Brace and Main-top-ſail, get too Main-Tack and then hale off Main-ſheat, let riſe Fore-Tack, veer out weather-ſheat, get too Fore-tack, let go Fore-Bowling and Fore-top-ſail, hale aft Lee-ſheat, hale taught Main-Bowling and Main-top-ſail, hale tought Fore-Bowling and Fore-top-ſail, ſet in Lee-Braces, Fore and aft, and the Miſſen ſhifted, keep her as neer as ſhe will Lie, no Neer, *How wind you*, N. and a weather, no Neer, keep her full, the wind is at Weſt, keep her as neer as ſhe will Lie. *How wind you*, N. N. W. no Neer, veer out ſome of the Main-ſheat, and caſe your Lee-Braſes, keep your Courſe, (the wind is abroad) veer out ſome more of your Main-ſheat, let go your Bowlings, and Lee-Braces, the wind is *Quartering*, let riſe your Fore-tack, hale aft the weather-ſheat abaft the Anchor Stock, brace upon your weather braces, hale up your Miſſen and looſe Spritſail, a brave gale, the wind is all aft, let riſe Main-tack, hale aft Main-ſheat, ſquare Sprit-ſail and all the reſt of our ſails; here have you the ſhip in all her Canvaſs again, ſteering right before the wind as ſhe did at the firſt ſetting ſail, having been worked in all manner of weather, and with all ſorts of winds, therefore I will only proceed concerning how the Man of War ought to be worked in all aſſays, and ſo will leave you the Practick to cenſure.

A Man of War.

OUr Man of War is completely Rigged, and fitted with all manner of materials, a Choice Crew of Seamen aboord, and now lyeth at *Hull* in a good Latitude, daily expecting that a fair Fortune will appear within her Horizon, the day breaks bravely,

bravely, (up youths into the Top and look abroad now at Sunriſing) look to the Weſtward, if there be no Plyers that are Nipt with the Eaſterly Wind, (*A Sail, A Sail,*) fair by us (how ſtands ſhe?) it is one that is plying to wind-ward, ſhe ſtands with her Larboord-tacks aboord, O then ſhe lies to the South-ward with the Stream, a brave Chaſe, we ſee her here upon the Decks, ſet her by the Compaſs (how bears ſhe) due South Weſt, a good Man to the Helm, let fall foreſail, get Larboord-tacks aboord, down Main-ſail, heave out Fore-top-ſail, heave out Main-top-ſail, hoyſe up Fore-top-ſail, hoyſe up Main-top-ſail, let fall Sprit-ſail, out Main-top-gallant-ſail, out Fore-top-gallant ſail, out Main-top-gallant-ſail, hoyſe up our ſmall ſails, hoyſe up your Miſſen, heave up our Miſſen-top-ſail, have a care of your hand at the Helm, (keep her thus) well Steer'd, the ſhip makes brave way through the Sea, and we raiſe her apace, if ſhe keep her Courſe we ſhall be up with her within two glaſſes, (Starboord) keep the Chaſe open with the leeth of the Fore-ſail, (well ſteer'd) keep her thus, come aft all hands, the ſhip will ſail better by a Top-ſail, for ſhe is too much by the head, ſit all ſtill that the ſhip may run true through the Sea, it is a great ſhip, (no force) ſhe hath the bigger howld, and carries more goods (Port) the Chaſe is about (Port hard) let riſe Main-tack, let riſe Fore-tack, brace upon your Larboord-braces, get too Starboord Main-tack, and Starboord Fore-tack, caſt off all your Starboord-braces, (ſteddy) right your Helm (well ſteer'd) the Chaſe clings up cloſe to the wind, keep her open under our Lee, Gunner ſee that all our Guns be cleer, and that nothing peſter our Decks, for we ſhall be ſtraight up with her (Starboord) the Chaſe payes away, more room (Starboord) veer out ſome of the Main-ſheat, and Fore-ſheat, caſt off all your Larboord-braces, (ſteddy, ſteddy,) keep her thus, well ſteered, the Chaſe ſtands room, her Sails are trim'd before the wind, (Starboord hard) let riſe Main-tack, let riſe Fore-tack, hale aft Main-ſheats, hale aft Fore-ſheats, we have a Stern chaſe, hale up one Main-ſail in the Brayles, the ſhip will ſteer the better with her head-ſails, and will have quicker way through the Sea, we fetch upon her hand going the Chaſe hales up his Main ſail and furls it, ſhe put abroad her waſte-clothes ſhe will fight with us before the wind, (come up alow young men) and furl our Main-ſail, Sling our

Main-yard, with the Chains in the Main-top, Sling our Fore-yard, put abroad our waſte-clothes (is all things cleer below) leave not ſo much as a ſpun-yarn amongſt our Guns, down with all Hammocks, and Cabbins that may hinder or hurt us, Gunner have you all your Geer in a readineſs, is there ſtore of Carthrages ready fill'd all manner of ſhot at the Main-maſt, Spunges, Rammers, Ladles, Priming-Irons, and Priming-Horns, Lynt-ſtocks, Wads, and water ſufficient for the ſeveral quarters, be ſure that none of our Guns be cloy'd and when we are in fight, ever load with Croſs-bar and Langrell, always obſerving to give fire when the word is given, ſee that there be half-Pikes and Javelings in readineſs, and that all our Murtherers and Stockfowlers have their Chambers fill'd with good Powder and bags of ſmall-ſhot to load them, that if we ſhould be laid aboord we may cleer Decks, we are almoſt up with our Chaſe, ſhe is full of men, it is a hot ſhip, but ſhe deep and very foul (come cheerly my hearts) it is a Prize worth fighting for, the chaſe takes in her ſmall Sails, up aloft youths, take in our Top-gallant-ſails, in Sprit-ſail-top-ſail, in Miſſen-top-ſail, take in our Sprit-ſail, and bring the yard alongſt-ſhips, ſhe puts abroad her colours, it is the Ragged Staff, boy up and put abroad St *George* his colours in our main-top, ſtep aft hand and put abroad our bloudy Ancient, ſhe ſettles her Top-ſails, we are within ſhot, let all Guns be looſe in the Tackles, and the (Port) all knock open that they may run out when the word is given, up Trumpet and haſl our Prize, ſhe anſwereth us again with her Trumpet hold faſt Gunner, do not give fire untill we haile him with our voices (Port) edge towards him, he fires his broad ſide upon us (what cheer my Mates, is all well betwixt Decks, yea, yea) only we are rackt through and through (no it is his turn next, but give not fire at any rate, untill we are within Piſtoll ſhot. (Port) edge towards him, he plyes his ſmall ſhot, hold faſt Gunner (Port) right your Helm, we are cloſe aboord (Starboord) give fire Gunner, anſwer him in his own Language, he gauls us with his ſmall ſhot, Gunner clap in ſome caſe-ſhot into thoſe Guns which you are now loading, we are ſhot a-head, he lies broad to the South-ward, that he may fire his other broad ſide upon us, (Starboord hard) get too Larboord Fore-tack, trim your Top-ſails, run out our Larboord Guns, he fires his Starboord broad ſide upon us, and pours in

his

his ſmall ſhot (Starboord) give not fire untill they fall off, that the Prize may receive our whole broad ſide (Steddy a port) give fire Gunner, his main-top-maſt is by the boord, and our laſt broad ſide hath done great execution (cheerly my Mates, the day will be ours) he is ſhot a-head, and bears up before the wind to ſtop his Leaks, (keep her thus) well ſteer'd, we are to the Southward of the Prize (port hard) bear up before the wind that we may give him our Starbood broad ſide; Gunner, is there good ſtore of Caſe-ſhot in our Guns, (yea, yea,) port, edge towards him, Gunner when you give fire, bring your Gunner to bear amongſt his men upon the Decks that they may ſhare our Caſe-ſhot, (well ſteer'd) we are cloſe aboord, give fire (Starboord) well done Mr. Gunnner, they lye heads and points aboord the Chaſe, we are ſhot a-head, he ſtrikes his Fore-top-ſail, he would fall a ſtern, he hath his belly full, but we muſt not leave him thus, aluffs into the wind, he braſes his Fore-ſail and Fore-top-ſail a-back-ſtayes, (port hard) get too Starboord Main-tack and Starboord Fore-tack, (aluff) hale forward Main-Bowling, and Main-top-ſail Bowling, (aluff; aluff,) well ſteer'd (no neer) come ready, ready, that we may go about, we ſhall fetch her again upon this boord, a Lee the Helm, the Fore ſail is a Back-ſtays, let riſe Main-tack, let go Main-Bowling and Main top-ſail Bowling, hale about Main-ſail, get too Main-tack, and Fore-tack, hale aft your Main-ſheeat and Fore-ſheat, trim your Top-ſails (no neer) hard no neer, the ſhip will ſtay, flat in your Fore-ſail ſhe falleth off again (thus) (war) (no more) (aluff) the Prize puts abroad a white Flag of Truce, (aluff) we will weather him, and then keep him under our Lee, he hails us with his voices, mind what he ſayes, (Quarter for our lives, and yield the Ship and Goods) good Quarter is granted (provided) that you forthwith take in all your Sails and furle them, untill we come aboord with our ſhallop, if you unlooſe a knot of Sail, expect our broad ſide and no Quarter. Thus leaving the Man of War to enter his Prize, I will likewiſe leave you thus much of the practick part of Navigation, to all your Judicious cenſures, by which you may perceive that I have turned and worked the ſhip in all aſſays,

with

with words and proper Sea-phraſes: And if I were at Sea, I ſhould perform it both by word and deed. Therefore let not Ignorance, the arch enemy of Arts, deceive himſelf, and think that three times turning will turn my brain, but that I will turn to windward with him for all his ſhooes in his ſhop, and when I have done, will as eaſily turn him in the Theorick, which way I liſt, As I can the Ship with the Practick.

FINIS.

The Poſtſcript.

My Anchor is away.

THe wind is Room, let fall your Fore-ſail, heave out Fore-top-ſail, heave out Main-top-ſail, hoyſe up, Fore-top-ſail, hoyſe up Main-top-ſail, looſe Sprit-ſail, heave out Miſſen-top-ſail, ſquare your Sprit-ſail, a brave gale, let us have her in all her Canvaſs, heave out Sprit-ſail, Top-ſail, Fore-top-gallant-ſail, Main-top-gallant-ſail, hoyſe up your ſmall-ſails, hawle aft your Fore ſheats, I keep my Main-ſail furled, becauſe I hold if your Fore-ſail and Fore-top-ſail be good ſails, that the ſhip maketh better way now, then if her Main-ſail were down, which would becalm her Fore-ſail, and Fore-top-ſail, and the ſhip ſteereth beſt with her Head-ſails. I have of purpoſe omitted the cleering each ſeveral Rope, now at my ſetting ſail, only you muſt imagine, that the Sheats are all haled home, and the yards hoyſed up, and then you have her complete, under ſail right afore.

A Freſh-Gale.

THe wind bloweth freſh, hale down your Fore-top-gallant-ſail, hale down Main-top-gallant-ſail, in Sprit-ſail-top-ſail, let go Sprit-ſail-top-ſail, Sheats, hale home his Clew-lines, in Fore-top-gallant-ſail, in Main-top-gallant-ſail, in Miſſen-top-ſail, let go Top-gallant-ſheats, caſt off Top-gallant-bow-lines, hale home Top-

gallant ſheats, caſt off Top-gallant Bowlings, hale home Top-gallant Clew-lines, the Miſſen Top-ſail is in, and ſo is all the reſt of the ſmall ſails.

A Scant Wind.

THe wind Scanteth, veer out ſome of the weather ſheat of the Fore-ſail, let go your weather braces, top your Sprit-ſail, looſe Main-ſail, the wind veereth forward, get too your Fore-tack, caſt off your weather-ſheat, let go your weather-braſe, veer out ſome of the Lee-ſheat, let fall Main-ſail, get too Main-tack, caſt of Main-braſe, and Main-top-ſail, hale aft Main-ſheat, the wind is ſharp, in Sprit-ſail, ſquare Sprit-ſail-yard, let go Sprit-ſail Sheats, hale up Sprit-ſail Clew-lines, get Main-bow-line, in Block, hale forward Main-bowling, hale Main-top-ſail Bowling, hale taught, Fore-bowling, and fore-top ſail Bowling, hale aft Main-ſheat, hale abroad Miſſen, ſet your Lee-braſes, and keep her as neer as ſhe will lie; here you have all your ſails, trim'd ſharp, or by a wind.

A Stiff Gale.

THe wind blows Friſking ſettle down your Fore-top-ſail, ſettle Main-top-ſail, (much wind) hale down Fore-top-ſail, hale down Main top-ſail.

A Hard Gale.

IT bloweth hard take in our Top-ſails, let go your Lee-braſes, and caſt off your Bowlings, braſe your Weather-Braſes, and foil your Sails, let go Top-ſail Sheats, hale home Top-ſail Clew-lines, the Sails are furled ſquare your Top-ſail yards; here have you the ſhip brought into her courſes of low ſails.

A Storm.

IT bloweth extreme, and like to over-blow, ſee that your Main-Halliards be cleer, make all your geer, cleer to lower the Main-yard, hale down the Miſſen, caſt off Top-ſail Sheats, Clew-garnets,

garnets, Buntlines, Leechlines, Lifts, and all your other geer, (and Lower) bring the yard down, hale to the Capſtain, the yard is down, get the Sail together, and Furle it ſure, make faſt the yard for Traverſing.

A grown Sea.

THe Sea is much grown, we make foul weather, look our Guns be all faſt, it is better Spooming, put the Helm a weather and mind what is ſaid, right your Helm, let riſe Fore tack, ſettle our fore yard, the Fore-ſail giveth way, (lower a Main) hale the Sail into the ſhip and looſe it from the Yard, get too the Fore-Bonnet, make all cleer, and hoyſe the Fore-yard; here have you the ſhip brought from all the Canvaſs to a Fore bonnet, ſpooming before the Sea.

A fierce Storm.

STarboord, Hard up, Right, Port hard, more hands (he cannot put up the Helm) the Sea breaks dangerous, have a care what is ſaid, and ſtand ſtoutly to the Helm, ſhall we get down our Top-maſts, no let all ſtand, the ſhip is the wholſommer, and hath better way through the Sea, for their being aloft, (if you have Sea-rome, it is never good to ſtrike your Top-maſts either under the Sea or before;) thus much for handling the ſhip By and Large, in fair weather and Foul, now a word or two of turning to Wind-ward.

To turn to Windward.

MY Courſe is N. and the Wind is at N. E. get your Star-boord-Tacks aboord, caſt off your Weather-Braſes, braſe upon your Lee-braſes, and hale forward by your weather Bowlings, hale taught all your weather Bowlings, and ſet in your Lee-Braſes, hale abroad Miſſen, and keep her full, and By, as neer as ſhe will Lie, *How wind you?* N. N. W. aquade wind (no Neer) hard no neer, the wind veereth forward, we ſhall have a weſterly wind,

How wind you, W. N. W. hard no Neer, *How wind you*, S. W. (make ready to go about) we ſhall lie our Courſe the other way (*Read Ready*) no Neer, give the ſhip way that ſhe may Stay, (a Lee the Helm) veer out Fore-ſheat, caſt off Lee-braces of your Fore-ſail, and Fore-top-ſail, brace upon weather-braces, (the Fore-ſail is a back-Stayes) hale about Main-ſail, let riſe Main-Tack, caſt off your Lar-boord-braces, let go Main Bowling, and Main-top-ſail Bowling, hale forward by Larboord, Main Bowling and Main-top-ſail, brace upon Starboord, Main-Brace and Main-top-ſail, get too Main-Tack and then hale off Main-ſheat, let riſe Fore-Tack, veer out weather-ſheat, get too Fore-tack, let go Fore-Bowling and Fore-top-ſail, hale aft Lee-ſheat, hale taught Main-Bowling and Main-top-ſail, hale tought Fore-Bowling and Fore-top-ſail, ſet in Lee-Braces, Fore and aft, and the Miſſen ſhifted, keep her as neer as ſhe will Lie, no Neer, *How wind you*, N. and a weather, no Neer, keep her full, the wind is at Weſt, keep her as neer as ſhe will Lie. *How wind you*, N. N. W. no Neer, veer out ſome of the Main-ſheat, and eaſe your Lee-Braſes, keep your Courſe, (the wind is abroad) veer out ſome more of your Main-ſheat, let go your Bowlings, and Lee-Braces, the wind is *Quartering*, let riſe your Fore-tack, hale aft the weather ſheat abaft the Anchor Stock, brace upon your weather braces, hale up your Miſſen and looſe Spritſail, a brave gale, the wind is all aft, let riſe Main-tack, hale aft Main ſheat, ſquare Sprit-ſail and all the reſt of our ſails; here have you the ſhip in all her Canvaſs again, ſteering right before the wind as ſhe did at the firſt ſetting ſail, having been worked in all manner of weather, and with all ſorts of winds, therefore I will only proceed concerning how the Man of War ought to be worked in all aſſays, and ſo will leave you the Practick to cenſure.

A Man of War.

OUr Man of War is completely Rigged, and fitted with all manner of materials, a Choice Crew of Seamen aboord, and now lyeth at *Hull* in a good Latitude, daily expecting that a fair Fortune will appear within her Horizon, the day breaks bravely,

bravely, (up youths into the Top and look abroad now at Sun-rising) look to the Westward, if there be no Plyers that are Nipt with the Easterly Wind, (*A Sail, A Sail,*) fair by us (how stands she?) it is one that is plying to wind-ward, she stands with her Larboord-tacks aboord, O then she lies to the South-ward with the Stream, a brave Chase, we see her here upon the Decks, set her by the Compass (how bears she) due South West, a good Man to the Helm, let fall foresail, get Larboord-tacks aboord, down Main-sail, heave out Fore-top-sail, heave out Main-top-sail, hoyse up Fore-top-sail, hoyse up Main-top-sail, let fall Sprit-sail, out Main-top-gallant-sail, out Fore-top-gallant sail, out Main-top-gallant-sail, hoyse up our small sails, hoyse up your Missen, heave up our Missen-top-sail, have a care of your hand at the Helm, (keep her thus) well Steer'd, the ship makes brave way through the Sea, and we raise her apace, if she keep her Course we shall be up with her within two glasses, (Starboord) keep the Chase open with the leech of the Fore-sail, (well steer'd) keep her thus, come aft all hands, the ship will sail better by a Top-sail, for she is too much by the head, sit all still that the ship may run true through the Sea, it is a great ship, (no force) she hath the bigger howld, and carries more goods (Port) the Chase is about (Port hard) let rise Main-tack, let rise Fore-tack, brace upon your Larboord-braces, get too Starboord Main-tack, and Starboord Fore-tack, cast off all your Starboord-braces, (steddy) right your Helm (well steer'd) the Chase clings up close to the wind, keep her open under our Lee, Gunner see that all our Guns be cleer, and that nothing pester our Decks, for we shall be straight up with her (Starboord) the Chase payes away, more room (Starboord) veer out some of the Main-sheat, and Fore-sheat, cast off all your Larboord-braces, (steddy, steddy,) keep her thus, well steered, the Chase stands room, her Sails are trim'd before the wind, (Starboord hard) let rise Main-tack, let rise Fore-tack, hale aft Main-sheats, hale aft Fore-sheats, we have a Stern chase, hale up one Main-sail in the Brayles, the ship will steer the better with her head-sails, and will have quicker way through the Sea, we fetch upon her hand going, the Chase hales up his Main sail and furls it, she put abroad her waste-clothes she will fight with us before the wind, (come up alow young men) and furl our Main-sail, Sling our

Main-yard, with the Chains in the Main-top, Sling our Fore-yard, put abroad our waste clothes (is all things cleer below) leave not so much as a spun-yarn amongst our Guns, down with all Hammocks, and Cabbins that may hinder or hurt us, Gunner have you all your Geer in a readiness, is there store of Carthrages ready fill'd all manner of shot at the Main-mast, Spunges, Rammers, Ladles, Priming-Irons, and Priming-Horns, Lynt-stocks, Wads, and water sufficient for the several quarters, be sure that none of our Guns be cloy'd and when we are in fight, ever load with Cross-bar and Langrell, always observing to give fire when the word is given, see that there be half-Pikes and Javelings in readiness, and that all our Murtherers and Stockfowlers have their Chambers fill'd with good Powder and bags of small-shot to load them, that if we should be laid aboord we may cleer Decks, we are almost up with our Chase, she is full of men, it is a hot ship, but she deep and very foul (come cheerly my hearts) it is a Prize worth fighting for, the chase takes in her small Sails, up aloft youths, take in our Top-gallant-sails, in Sprit-sail top-sail, in Missen-top-sail, take in our Sprit-sail, and bring the yard alongst-ships, she puts abroad her colours, it is the Ragged Staff, boy up and put abroad St *George* his colours in our main-top, step aft hand and put abroad our bloudy Ancient, she settles her Top-sails, we are within shot, let all Guns be loose in the Tackles, and the (Port) all knock open that they may run out when the word is given, up Trumpet and hail our Prize, she answereth us again with her Trumpet hold fast Gunner, do not give fire untill we haile him with our voices (Port) edge towards him, he fires his broad side upon us (what cheer my Mates, is all well betwixt Decks, yea, yea) only we are rackt through and through (no it is his turn next, but give not fire at any rate, untill we are within Pistoll shot. (Port) edge towards him, he plyes his small shot, hold fast Gunner (Port) right your Helm, we are close aboord (Starboord) give fire Gunner, answer him in his own Language, he gauls us with his small shot, Gunner clap in some case-shot into those Guns which you are now loading, we are shot a-head, he lies broad to the South-ward, that he may fire his other broad side upon us, (Starboord hard) get too Larboord Fore-tack, trim your Top-sails, run out our Larboord Guns, he fires his Starboord broad side upon us, and pours in

his

his ſmall ſhot (Starboord) give not fire untill they fall off, that the Prize may receive our whole broad ſide (Steddy a port) give fire Gunner, his main-top-maſt is by the boord, and our laſt broad ſide hath done great execution (cheerly my Mates, the day will be ours) he is ſhot a-head, and bears up before the wind to ſtop his Leaks, (keep her thus) well ſteer'd, we are to the Southward of the Prize (port hard) bear up before the wind that we may give him our Starbood broad ſide; Gunner, is there good ſtore of Caſe-ſhot in our Guns, (yea, yea,) port, edge towards him, Gunner when you give fire, bring your Gunner to bear amongſt his men upon the Decks that they may ſhare our Caſe-ſhot, (well ſteer'd) we are cloſe aboord, give fire (Starboord) well done Mr. Gunnner, they lye heads and points aboord the Chaſe, we are ſhot a-head, he ſtrikes his Fore-top-ſail, he would fall a ſtern, he ~~hath his belly full, but we muſt not leave him thus~~, aluffs into the wind, he braſes his Fore-ſail and Fore-top-ſail a-back-ſtayes, (port hard) get too Starboord Main-tack and Starboord Fore-tack, (aluff) hale forward Main-Bowling, and Main-top-ſail Bowling, (aluff; aluff,) well ſteer'd (no neer) come ready, ready, that we may go about, we ſhall fetch her again upon this boord, a Lee the Helm, the Fore ſail is a Back-ſtays, let riſe Main-tack, let go Main-Bowling and Main top-ſail Bowling, hale about Main-ſail, get too Main-tack, and Fore-tack, hale aft your Main-ſheeat and Fore-ſheat, trim your Top-ſails (no neer) hard no neer, the ſhip will ſtay, flat in your Fore-ſail ſhe falleth off again (thus) (war) (no more) (aluff) the Prize puts abroad a white Flag of Truce, (aluff) we will weather him, and then keep him under our Lee, he hails us with his voices, mind what he ſayes, (Quarter for our lives, and yield the Ship and Goods) good Quarter is granted (provided) that you forthwith take in all your Sails and furle them, untill we come aboord with our ſhallop, if you unlooſe a knot of Sail, expect our broad ſide and no Quarter. Thus leaving the Man of War to enter his Prize, I will likewiſe leave you thus much of the practick part of Navigation, to all your Judicious cenſures, by which you may perceive that I have turned and worked the ſhip in all aſſays, with:

with words and proper Sea-phrases: And if I were at Sea, I should perform it both by word and deed. Therefore let not Ignorance, the arch enemy of Arts, deceive himself, and think that three times turning will turn my brain, but that I will turn to windward with him for all his shooes in his shop, and when I have done, will as easily turn him in the Theorick, which way I list, As I can the Ship with the Practick.

FINIS.